

# Hongkong Daily Press

ESTABLISHED 187

Registered as a Newspaper at the General Post Office in the United Kingdom.

**The Price of Eye Strain**  
IS INCREASED AND MISTY READING,  
HEADACHES,  
AND ALL HEALTH GENERALLY,  
WEAR SUITABLE GLASSES  
N. LAZARUS  
OPHTHALMIC OPTICIAN,  
25, Queen's Road Central, HONGKONG.

No. 19,817. 號七十七百三千九萬一第 日一拾月三年申庚

HONGKONG, THURSDAY, APRIL 20TH, 1920. 四拜禮

號次廿月四年九國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs net.  
In Bags 250 lbs net.  
SHEWAN TOMES & CO.,  
General Managers. 48

## CONTREXEVILLE

A Natural Mineral Water

Bottled at the "Pavillon" Spring

Contrexeville (Vosges).

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**MACGREGOR & CO.**

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Telephone No. 75.

## CARTRIDGES! CARTRIDGES!

**NEWLY ARRIVED.**  
**SPORTING CARTRIDGES,**  
12, 10 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.  
THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
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## A LING & CO.

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Hongkong.

**FURNITURE AND PHOTO GOODS**  
STORE  
GLASS ETCHING, SIGN-BOARD AND  
MIRROR MAKER  
CANTON MARBLE IN VARIOUS SHADES  
Photographic Goods of Every Description  
in Stock.  
DEVELOPING PRINTING AND ENLARGING  
UNDER TAKEN.  
TELEPHONE 1519. 63

## PEAK TRAMWAY COMPANY LIMITED

### TIME TABLE

**WEEK DAYS**  
7.00 a.m. to 8.00 a.m. Every 15 minutes  
8.00 " to 9.30 " " " 10 "  
9.30 " to 11.00 " " " 15 "  
11.30 " to 12.30 p.m. " " 15 "  
12.30 p.m. to 2.30 " " " 10 "  
2.30 " to 5.00 " " " 15 "  
5.00 " to 8.00 " " " 10 "

### NIGHT CARS

8.50 p.m., 9.00 p.m., 9.20 p.m.  
9.30 p.m. to 11.30 p.m. Every 30 minutes  
11.45 p.m.

### SATURDAYS

Extra Car—12.00 Midnight.

### SUNDAYS

7.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 " to 11.00 a.m. " " 10 "  
11.30 " to 12.00 noon " " 15 "  
12.00 noon to 1.00 p.m. " " 10 "  
1.00 p.m. to 6.30 " " " 15 "  
6.30 " to 8.00 " " " 10 "

### NIGHT CARS

As on Week Days.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings,  
Des Vaux Road.

Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro Order represent-  
ing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Stations	No. 1 Local	No. 2 Through Express	No. 7	No. 9 Through Slow	No. 11	No. 13 Through Express	No. 17	No. 22	No. 23 Local	No. 16 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.	7.30	8.15	8.30	9.15	9.30	10.15	3.30	4.04	4.17	5.04
SHEK LUNG arr.	8.40	9.25	9.40	10.25	10.40	11.25	4.48	5.10	5.17	6.04
Shum Chai arr.	9.00	9.45	9.50	10.35	10.50	11.35	4.48	5.10	5.17	6.04
Shingchi arr.	9.20	10.20	10.20	11.05	11.20	12.05	6.48	7.00	7.17	8.04
Fanning arr.	9.40	10.40	10.40	11.25	11.40	12.25	7.00	7.10	7.17	8.04
Tai Po Market arr.	9.50	10.50	10.50	11.35	11.50	12.35	7.00	7.10	7.17	8.04
Tai Po arr.	10.00	11.00	11.00	11.45	11.60	12.45	7.10	7.20	7.27	8.14
Shatin arr.	10.10	11.10	11.10	11.55	12.10	12.55	7.20	7.30	7.37	8.24
Yuenai arr.	10.20	11.20	11.20	12.05	12.20	13.05	7.30	7.40	7.47	8.34
Shum Chai arr.	10.30	11.30	11.30	12.15	12.30	13.15	7.40	7.50	7.57	8.44
Shingchi arr.	10.40	11.40	11.40	12.25	12.40	13.25	7.50	8.00	8.07	8.54
Fanning arr.	10.50	11.50	11.50	12.35	12.50	13.35	8.00	8.10	8.17	9.04
Tai Po Market arr.	11.00	12.00	12.00	12.45	12.60	13.45	8.10	8.20	8.27	9.14
Tai Po arr.	11.10	12.10	12.10	12.55	13.10	13.55	8.20	8.30	8.37	9.24
Shatin arr.	11.20	12.20	12.20	13.05	13.20	14.05	8.30	8.40	8.47	9.34
Yuenai arr.	11.30	12.30	12.30	13.15	13.30	14.15	8.40	8.50	8.57	9.44
Shum Chai arr.	11.40	12.40	12.40	13.25	13.40	14.25	8.50	9.00	9.07	9.54
Shingchi arr.	11.50	12.50	12.50	13.35	13.50	14.35	9.00	9.10	9.17	10.04
Fanning arr.	12.00	13.00	13.00	13.45	13.60	14.45	9.10	9.20	9.27	10.14
Tai Po Market arr.	12.10	13.10	13.10	13.55	14.10	14.55	9.20	9.30	9.37	10.24
Tai Po arr.	12.20	13.20	13.20	14.05	14.20	15.05	9.30	9.40	9.47	10.34
Shatin arr.	12.30	13.30	13.30	14.15	14.30	15.15	9.40	9.50	9.57	10.44
Yuenai arr.	12.40	13.40	13.40	14.25	14.40	15.25	9.50	10.00	10.07	10.54
Shum Chai arr.	12.50	13.50	13.50	14.35	14.50	15.35	10.00	10.10	10.17	11.04
Shingchi arr.	1.00	1.40	1.40	1.55	2.10	2.25	10.10	10.20	10.27	11.14
Fanning arr.	1.10	1.50	1.50	2.05	2.20	2.35	10.20	10.30	10.37	11.24
Tai Po Market arr.	1.20	2.00	2.00	2.15	2.30	2.45	10.30	10.40	10.47	11.34
Tai Po arr.	1.30	2.10	2.10	2.25	2.40	2.55	10.40	10.50	10.57	11.44
Shatin arr.	1.40	2.20	2.20	2.35	2.50	3.05	10.50	11.00	11.07	11.54
Yuenai arr.	1.50	2.30	2.30	2.45	2.60	3.15	11.00	11.10	11.17	12.04
Shum Chai arr.	2.00	2.40	2.40	2.55	3.10	3.25	11.10	11.20	11.27	12.14
Shingchi arr.	2.10	2.50	2.50	3.05	3.20	3.35	11.20	11.30	11.37	12.24
Fanning arr.	2.20	2.60	2.60	3.15	3.30	3.45	11.30	11.40	11.47	12.34
Tai Po Market arr.	2.30	2.70	2.70	3.25	3.40	3.55	11.40	11.50	11.57	12.44
Tai Po arr.	2.40	2.80	2.80	3.35	3.50	4.05	11.50	12.00	12.07	12.54
Shatin arr.	2.50	2.90	2.90	3.45	3.60	4.15	12.00	12.10	12.17	13.04
Yuenai arr.	3.00	3.00	3.00	3.55	4.10	4.25	12.10	12.20	12.27	13.14
Shum Chai arr.	3.10	3.10	3.10	4.05	4.20	4.35	12.20	12.30	12.37	13.24
Shingchi arr.	3.20	3.20	3.20	4.15	4.30	4.45	12.30	12.40	12.47	13.34
Fanning arr.	3.30	3.30	3.30	4.25	4.40	4.55	12.40	12.50	12.57	13.44
Tai Po Market arr.	3.40	3.40	3.40	4.35	4.50	5.05	12.50	13.00	13.07	13.54
Tai Po arr.	3.50	3.50	3.50	4.45	4.60	5.15	13.00	13.10	13.17	14.04
Shatin arr.	4.00	4.00	4.00	4.55	4.70	5.25	13.10	13.20	13.27	14.14
Yuenai arr.	4.10	4.10	4.10	4.65	4.80	5.35	13.20	13.30	13.37	14.24
Shum Chai arr.	4.20	4.20	4.20	4.75	4.90	5.45	13.30	13.40	13.47	14.34
Shingchi arr.	4.30	4.30	4.30	4.85	5.00	5.55	13.40	13.50	13.57	14.44
Fanning arr.	4.40	4.40	4.40	4.95	5.10	5.65	13.50	14.00	14.07	14.54
Tai Po Market arr.	4.50	4.50	4.50	5.05	5.20	5.75	14.00	14.10	14.17	15.04
Tai Po arr.	5.00	5.00	5.00	5.15	5.30	5.85	14.10	14.20	14.27	15.14
Shatin arr.	5.10	5.10	5.10	5.25	5.40	5.95	14.20	14.30	14.37	15.24
Yuenai arr.	5.20	5.20	5.20	5.35	5.50	6.05	14.30	14.40	14.47	15.34
Shum Chai arr.	5.30	5.30	5.30	5.45	5.60	6.15	14.40	14.50	14.57	15.44
Shingchi arr.	5.40	5.40	5.40	5.55	5.70	6.25	14.50	15.00	15.07	15.54
Fanning arr.	5.50	5.50	5.50	5.65	5.80	6.35	15.00	15.10	15.17	16.04
Tai Po Market arr.	6.00	6.00	6.00	5.75	5.90	6.45	15.10	15.20	15.27	16.14
Tai Po arr.	6.10	6.10	6.10	5.85	6.00	6.55	15.20	15.30	15.37	16.24
Shatin arr.	6.20	6.20	6.20	5.95	6.10	6.65	15.30	15.40	15.47	16.34
Yuenai arr.	6.30	6.30	6.30	6.05	6.20	6.75	15.40	15.50	15.57	16.44
Shum Chai arr.	6.40	6.40	6.40	6.15	6.30	6.85	15.50	16.00	16.07	16.54
Shingchi arr.	6.50	6.50	6.50	6.25	6.40	6.95	16.00	16.10	16.17	17.04
Fanning arr.	7.00	7.00	7.00	6.35	6.50	7.05	16.10	16.20	16.27	17.14
Tai Po Market arr.	7.10	7.10	7.10	6.45	6.60	7.15	16.20	16.30	16.37	17.24
Tai Po arr.	7.20	7.20	7.20	6.55	6.70	7.25	16.30	16.40	16.47	17.34
Shatin arr.	7.30	7.30	7.30	6.65	6.80	7.35	16.40	16.50	16.57	17.44
Yuenai arr.	7.40	7.40	7.40	6.75	6.90	7.45	16.50	17.00	17.07	17.54
Shum Chai arr.	7.50	7.50	7.50	6.85	7.00	7.55	17.00	17.10	17.17	18.04
Shingchi arr.	8.00	8.00	8.00	6.95	7.10	7.65	17.10	17.20	17.27	18.14
Fanning arr.	8.10	8.10	8.10	7.05	7.20	7.75	17.20	17.30	17.37	18.24
Tai Po Market arr.	8.20	8.20	8.20	7.15	7.30	7.85	17.30	17.40	17.47	18.34
Tai Po arr.	8.30	8.30	8.30	7.25	7.40	7.95	17.40	17.50	17.57	18.44
Shatin arr.	8.40	8.40	8.40	7.35	7.50	8.05	17.50	18.00	18.07	18.54
Yuenai arr.	8.50	8.50	8.50	7.45	7.60	8.15	18.00	18.10	18.17	19.04
Shum Chai arr.	9.00	9.00	9.00	7.55	7.70	8.25	18.10	18.20	18.27	19.14
Shingchi arr.	9.10	9.10	9.10	7.65	7.80	8.35	18.20	18.30	18.37	19.24
Fanning arr.	9.20	9.20	9.20	7.75	7.90	8.45	18.30	18.40	18.47	19.34
Tai Po Market arr.	9.30	9.30	9.30	7.85	8.00	8.55	18.40	18.50	18.57	19.44
Tai Po arr.	9.40	9.40	9.40	7.95	8.10	8.65	18.50	19.00	19.07	19.54
Shatin arr.	9.50	9.50	9.50	8.05	8.20	8.75	19.00	19.10	19.17	20.04
Yuenai arr.	10.00	10.00	10.00	8.15	8.30	8.85	19.10	19.20	19.27	20.14
Shum Chai arr.	10.10	10.10	10.10	8.25	8.40	8.95	19.20	19.30	19.37	20.24
Shingchi arr.	10.20	10.20	10.20	8.35	8.50	9.05	19.30	19.40	19.47	20.34
Fanning arr.	10.30	10.30	10.30	8.45	8.60	9.15	19.40	19.50	19.57	20.44
Tai Po Market arr.	10.40	10.40	10.40	8.55	8.70	9.25	19.50	20.00	20.07	20.54
Tai Po arr.	10.50	10.50	10.50	8.65	8.80	9.35	20.00	20.10	20.17	21.04
Shatin arr.	11.00	11.00	11.00	8.75	8.90	9.45	20.10	20.20	20.27	21.14
Yuenai arr.	11.10	11.10	11.10	8.85	9.00	9.55	20.20	20.30	20.37	21.24
Shum Chai arr.	11.20	11.20	11.20	8.95	9.10	9.65	20.30	20.40	20.47	21.34
Shingchi arr.	11.30	11.30	11.30	9.05	9.20	9.75	20.40	20.50	20.57	21.44
Fanning arr.	11.40	11.40	11.40	9.15	9.30	9.85	20.50	21.00	21.07	21.54
Tai Po Market arr.	11.50	11.50	11.50	9.25	9.40	9.95	21.00	21.10	21.17	22.04
Tai Po arr.	12.00	12.00	12.00	9.35	9.50	10.05	21.10	21.20	21.27	22.14
Shatin arr.	12.10	12.10	12.10	9.45	9.60	10.15	21.20	21.30	21.37	22.24
Yuenai arr.	12.20	12.20	12.20	9.55	9.70	10.25	21.30	21.40	21.47	22.34
Shum Chai arr.	12.30	12.30	12.30	9.65	9.80	10.35	21.40	21.50	21.57	22.44
Shingchi arr.	12.40	12.40	12.40	9.75	9.90	10.45	21.50	22.00	22.07	22.54
Fanning arr.	12.50	12.50	12.50	9.85	10.00	10.55	22.00	22.10	22.17	23.04
Tai Po Market arr.	1.00	1.00	1.00	9.95	10.10	10.65	22.10	22.20	22.27	23.14
Tai Po arr.	1.10	1.10	1.10	10.05	10.20	10.75	22.20	22.30	22.37	23.24
Shatin arr.	1.20	1.20	1.20	10.15	10.30	10.85	22.30	22.40	22.47	23.34
Yuenai arr.	1.30	1.30	1.30	10.25	10.40	10.95	22.40	22.50	22.57	23.44
Shum Chai arr.	1.40	1.40	1.40	10.35	10.50	11.05	22.50	23.00	23.07	23.54
Shingchi arr.	1.50	1.50	1.50	10.45	10.60	11.15	23.00	23.10	23.17	24.04
Fanning arr.	2.00	2.00	2.00	10.55	10.70	11.25	23.10	23.20	23.27	24.14
Tai Po Market arr.	2.10	2.10	2.10	10.65	10.80	11.35	23.20	23.30	23.37	24.24
Tai Po arr.	2.20	2.20	2.20	10.75	10.90	11.45	23.30	23.40	23.47	24.34
Shatin arr.	2.30	2.30	2.30	10.85	11.00	11.55	23.40	23.50	23.57	24.44
Yuenai arr.	2.40	2.40	2.40	10.95	11.10	11.65	23.50	24.00	24.07	24.54
Shum Chai arr.	2.50	2.50	2.50	11.05	11.20	11.75	24.00	24.10	24.17	25.04
Shingchi arr.	3.00	3.00	3.00	11.15	11.30	11.85	24.10	24.20	24.27	25.14
Fanning arr.	3.10	3.10	3.10	11.25	11.40	11.95	24.20	24.30	24.37	25.24
Tai Po Market arr.	3.20	3.20	3.20	11.35	11.50	12.05	24.30	24.40	24.47	25.34
Tai Po arr.	3.30	3.30	3.30	11.45	11.60	12.15	24.40	24.50	24.57	25.44
Shatin arr.	3.40	3.40	3.40	11.55	11.70	12.25	24.50	25.00	25.07	



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R. R. ROXBURGH,  
Manager for China.

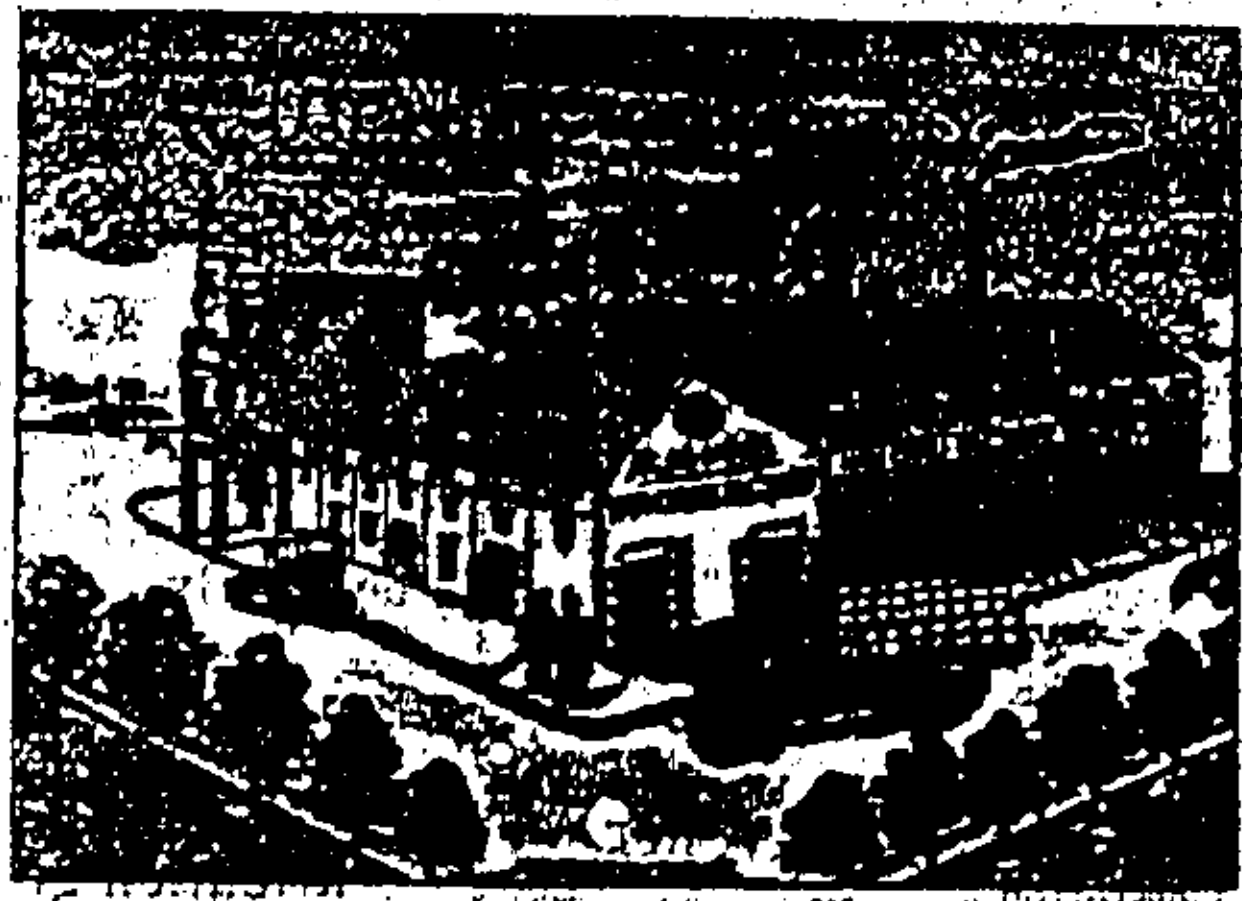
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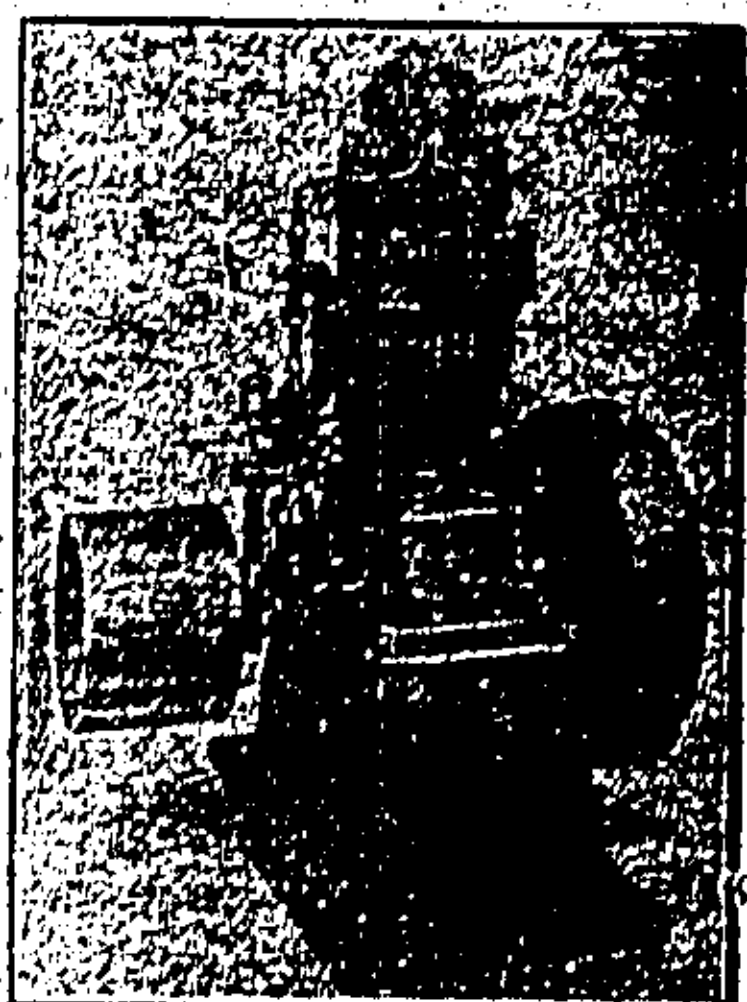
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### FOREIGN EXCHANGES.

#### INFLATION AND THE EXCHANGES.

Professor John A. Todd in the course of a further article in the *Daily Telegraph* says:—That, while the main cause of the fluctuation of the exchanges is the so-called balance of "trade," there is another class of causes to be found in the monetary conditions of the various countries. This is the most difficult and the most controversial part of the whole subject.

The elements of the controversy are comparatively simple. The rate of exchange between, say, London and Paris means the price of a foreign bill drawn in London on Paris, i.e., the amount of French currency which will be received in Paris in payment of a bill drawn in London for, say, £100. The theoretical or mint par value of such a bill is based on the relative gold content of the standard coins of the two countries, namely, the sovereign and the Napoleon, and according to this the English sovereign is worth 25.2315 francs. It is obvious, however, that it, owing to a monetary change in France, gold coinage is no longer obtainable and debts are payable in some other currency, say legal tender paper, which is depreciated relatively to the gold standard, then anyone in England who pays 100 sovereigns for a bill drawn on Paris would expect to get not merely 2,523 francs in the depreciated paper, but such an amount as will be the real equivalent at the then depreciated value of the paper money, of 2,523 francs gold. When, therefore, we find that the rate of exchange in London on Paris is 45 francs to the £, as it was in the middle of December, there is a certain presumption, other things being equal, that the actual legal tender in Paris is depreciated to that extent in comparison to gold. But, as so often happens in economics, the trouble is that other things are not equal.

As has been shown in the previous article, a serious disturbance of the balance of trade may produce a variation of the rate of exchange quite apart from any depreciation of the legal currency. When, therefore, we find the sterling exchange on Berlin rising from 20.45 marks for £1 to 200 marks, there is nothing on the face of it to show whether this is due to the entirely abnormal balance of trade against Germany, or to an appalling depreciation of German currency. It is probably due to both, with a strong presumption in favour of the latter as the major cause; but one of the things we have learned from the war is that, in the absence of the gold control over the exchange, it is impossible to tell how far the rise in the exchange is due to one cause and how far to the other. The fact, therefore, that the sterling exchange in New York has fallen recently to \$3.87 does not mean that the actual currency of England to-day, namely, Treasury notes, is depreciated to that extent. Even the fact that the market price of gold has risen to 25 1/2 s. 3d. per ounce (or approximately 2 1/2 s. per ounce fine) is again a proof that the currency notes are depreciated to that extent. It only means that if gold can be exported to America it will fetch that price, because it is equivalent to a bill of exchange payable at par in New York, and the actual position due to the abnormal balance of trade is measured roughly either by this apparent price of gold, or by the quotation of the exchange at \$3.87 to the £. These are only two ways of expressing the same fact. Neither of them enables us definitely to answer the question whether our present currency is depreciated, and how much. All that we can say is that if our currency is depreciated, then that must be partly the cause of the rise in the rate of exchange; and to settle the primary question of the extent of the depreciation of our currency, if any, we are driven back to an examination of first causes.

#### CURRENCY AND INFLATION.

The prime cause of depreciation of a currency is over-issue, or, as it is generally called, inflation; but it has been too often assumed that the mere fact that our legal tender currency has increased very substantially during the war is itself proof of over-issue and inflation. Again, the serious rise of prices which has taken place in England, as everywhere else, during the war, is generally regarded as in itself proof of inflation, but even this fails us as a quantitative test under the abnormal conditions of war. The much abused Quantity Theory of Money is a simple statement of proportion which is really an axiom. If the amount of money increases more than the amount of money's work to be done, then prices will rise; but there are so many factors in the equation which are not measurable that definite quantitative applications of the theory are liable to produce the most misleading results. It depends, for example, on what is included in "money."

What has happened during the war may be summed up in this way. The Government, owing to its stupendous military requirements, has had to buy enormous quantities of goods and services of all kinds, including munitions. It has paid for these goods in money derived from several sources, e.g.: (1) its normal revenues, (2) additional revenue derived from war taxation, (3) money borrowed in many different forms from the public, and (4) money borrowed from the banks through the creation of additional credit. The distinction between the third and fourth items requires further explanation. If I have £1,000 in the bank, and lend it to the Government, the result is simply that the Government now has the £1,000 in the bank and I have none but there is no more "money" in the world than there was before. But if the Government borrows a million from the Bank of England, then the Government is in a position to spend an additional £1,000,000 without my bank account or anyone else's (and therefore, our spending power), being reduced to a corresponding extent. This £1,000,000 the Government pays out to Army contractors; they use it to pay wages to munition workers, who then proceed to spend it in the shops, and it finds its way back to the banks as deposits at the credit of the grocer, butcher, baker, etc. The result is that the Government has created a million of "money," and in exchange for this has received £1,000,000

worth of shells, which it proceeds to blow into the air. But the munition workers who received the wages want to buy food, clothing, or boots, and there are no more of these commodities than before for them to spend their money on. The result is competition, and a rise of prices; and when, as has happened during the war, this increased purchasing power coincides with a marked reduction in the supply of civilian goods, as, for example, owing to the reduction of the world's cotton crops during the war, the rise of prices is the natural result of the shortage of the supply, as well as the abnormal increase of demand.

#### THE RISE OF PRICES.

This is the real cause of the rise of prices, and much ink has been spent in discussing whether this means inflation, or is due to excessive issues of currency notes. It is, of course, obviously inflation of a kind, but it is a kind which was more or less inevitable. The Government had to have the shells, and it could not get them without withdrawing from the production of civilian goods a large number of producers, whose wages nevertheless must be spent on these civilian goods, and not on the goods they produce, namely, shells. The question of whether the Government's methods of borrowing were the best is of secondary importance. The real root of the trouble is that they had to divert the borrowed money to producing commodities for destruction, instead of goods fit for consumption.

All this is leading up to the question of the currency notes. The first effect of the threat of war was to produce almost a currency famine, which had to be met by the immediate issue of a relatively small quantity of currency notes. But as the Government's demands for munition work increased, an increased supply of currency became absolutely essential. It is beside the question to argue that if the currency notes had never been issued the inflation and the rise of prices could not have taken place. That is, of course, obviously true. If the supply of currency had not been increased, the employers could not have paid the wages of the munition workers, the manufacture of munitions would have ceased, and the war would have come to an end—a very bad end for us. Currency in largely increased quantities we had to have, and as metallic coinage could not be produced in sufficient quantities, paper currency was the only possible alternative. And here comes in the vicious circle of currency. The high wages caused high prices, high prices required more currency, but high wages led to higher cost of production and necessitated higher prices again, which again required more currency to pay them. It is, therefore, obvious that the increased issue of currency notes is a logical necessity of the situation, of which high prices is the outstanding effect; but that is a very different thing from saying that the issue of currency notes is the cause of the high prices.

It might just as easily be put the other way, that the large issue of currency notes is the result of high prices. The fact of the matter is that the currency notes were merely the means of inflation and not the cause, and to say, as some people have been doing, that the immediate withdrawal of the currency notes is the one thing to stop the rise of prices is foolish. It is quite true that the withdrawal of currency notes, before they can be replaced by any other form of currency, would stop the rise of prices, because it would stop business altogether. There would simply be no money at the next week-end to pay wages, and no wages to buy anything with.

### COMPANY PROMOTION.

#### DANGERS OF INFLATION.

The Chancellor, in the course of a reply in the House of Commons to charges of extravagance brought against the Government uttered a serious warning to financial circles and to investors in regard to newly-formed companies.

"I cannot view without some concern," Mr. Chamberlain said, "the extraordinary extension in the promotion of companies. If I were to say that the expenditure of this money would result in increased production I should find some consolation, but I am convinced the time has come when a part of it only creates increased competition for the limited supplies of labour and material which are ordinarily available. I must say that I think those who are capitalising and recapitalising old businesses on the basis of the present inflated profits are entering upon a most dangerous task, are taking a great responsibility, and are laying up for themselves, if they continue to hold any interest in these concerns, and certainly for those whom they induce to come into them, as well as for the country, very perilous future problems. I would utter that word of warning and invite financial circles in the broadest sense to realise that the deflation which they have called for cannot be carried out by the sole action of the Chancellor of the Exchequer or of the Government. The prevention of the evil needs their co-operation, and that criticism of the demands for credit that are brought to them which I am supposed to exercise over the demands for credit that are brought to me." (Cheers.)

### THE POLICE OF THE SEAS

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To the statement of the First Lord of the Admiralty explanatory of the Navy Estimates, 1920-21 is appended a long document entitled, "Notes on Naval Policy," in the course of which the First Lord says: "As regards the squadrons on the China, African, North and South American and East Indies Stations, the need for them, which has always been recognised in the past, has never been more urgent than it is to-day, in view of the necessity for re-establishing the internal trade of the Empire, and promoting that with foreign countries. The Navy constitutes the police of the sea, and all experience teaches that an efficient Navy is the surest guarantee for peace."

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## WAR FORTUNES.

## TAXATION: THE ALTERNATIVE TO A GRAVE CRISIS.

Mr. B. P. Blackett, Controller of Finance and General Adviser to the Chancellor of the Exchequer, recently presented the case for the taxation of war fortunes before the Select Committee of the House of Commons, which is inquiring into the matter.

Mr. Blackett's argument may be summarised:—

The existing floating debt is approximately £1,200,000,000.

If it is allowed to grow side by side with the everlasting rise in prices a crash must come.

It is impossible, without some special provision, to return to a sound financial position.

The Treasury does not look with favour on a forced loan.

The floating debt has been reduced to the extent of about £100,000,000 in the last two months.

The workers must begin to save money to take the place of the savings previously made by the rich people.

The Treasury desires to recognise the virtue of the man who has invested in Government stock during the war.

## FLOATING DEBT.

"There are two possible ways of dealing with the floating debt," said Mr. Blackett. "First by a funding loan and second, by paying it off out of revenue."

If the Government were to offer bonds at such an attractive rate that people would be tumbling over each other to subscribe, such an immediate contraction of credit would take place that a financial crisis might result.

The alternative would be some special method of raising cash with which to pay off a considerable portion of the floating debt.

"The immediate necessity certainly is for as much as £200,000,000 and not more than £300,000,000," said Mr. Blackett in reply to Colonel Peel.

Mr. S. Walsby: Your desire would be attained if £500,000,000 were raised at a fairly early date?—The effect of having secured a considerable portion of the levy, and having the assets in hand and visible would combine to produce a satisfactory result.

"I do not think it is beyond the bounds of possibility for the Treasury, and the Inland Revenue to collect the levy without doing any serious financial damage to the country," said Mr. Blackett. "We must, however, guard against being too precipitate."

Mr. Blackett said that in his opinion the peak of the National Debt had been reached. The principal anxiety of the Treasury was the floating debt, and they wanted it reduced.

## BANKERS' STRONG ATTACK ON THE PROPOSAL.

London Bankers brought up their heavy guns against the proposed tax on war fortunes when Mr. W. W. Paine, joint general manager of Lloyds Bank, Limited, and Mr. R. Holland Martin, Chairman of the British Bankers' Association, who represented the Institute of Bankers, warned the Select Committee of the House of Commons of the perils which they considered would be run by the imposition of such a tax. The following were the chief objections raised by Mr. Paine:—

The proposed tax would not be a tax on war wealth but on war savings over £2,000 in amount.

[The scheme of the Board of Inland Revenue provides for the taxation of war fortunes of over £25,000 in amount, not £2,000, as stated by Mr. Paine.]

The wealth to be taxed is mostly invested in trade and commerce, and the compulsory transference of these would cause grave disturbance of credit.

The tax would have a most prejudicial effect upon the future trade and commerce of the Empire.

The imposition of a capital tax is an unprecedented measure in modern times.

A member of the committee urged that the death duties were in the nature of a capital tax.

"Yes," replied Mr. Paine, "but every body does not die at the same time."

Mr. Paine urged that the proposed tax would have many of the drawbacks of a general capital levy with the added objection that it would be dependent for its assessment on two valuations, one five years ago.

"I doubt whether even 10 per cent. of scrupulous and honest persons have the means at hand of giving anything like an accurate valuation of their property five years ago. It surprises me how little people know about their possessions."

"The tax would offer a great opportunity for evasion and even fraud," said Mr. Paine, "with the result that the honest and scrupulous would pay for the dishonest and unscrupulous. The profiteer is unscrupulous, and he will take everything in his favour, and against the State. If any plan could be devised for taxing the profiteer alone I would support it."

"By such a levy as this you would be taxing not any actual increase of wealth, but the rise in values consequent on depreciation of the pound sterling," continued Mr. Paine.

"The nation is not really richer, but infinitely poorer. Such wealth only exists in terms of money. The proposal would not be a tax on increased wealth in any real sense."

"Banks have taken up huge amounts of War Loan securities, and the facilities which they can offer to their customers are correspondingly diminished."

Mr. Paine urged that a war fortunes tax would throw very heavy work on the employees of banks, and would impose special injustice on private firms and trades by putting many out of business altogether, and it would also hit at the savings of salaried employees. He pointed to the danger of any attempt to deplete credit too rapidly, and in conclusion said:—"Pay off the debt gradually by a sinking fund out of revenue over a series of years."

ROGUES AND PATRIOTS.

Mr. R. Holland Martin, Chairman of the British Bankers' Association, and a representative of the Institute of Bankers and the London Clearing Bankers, made similar objections.

(Continued at foot of next column.)

## RESEARCH IN MESOPOTAMIA.

## THE STORY OF NOAH AND THE FLOOD EXPLAINED.

Writing in the *Cornhill Magazine* for February, Major-General Sir George Macdonald emphasises the vast possibilities that exploration in Mesopotamia offers to the historian. In the course of his article he observes:—

"The story of the Flood is the story of a Mesopotamian flood interpreted and enlarged as part of the moral and philosophical scheme of divine cause and effect. A knowledge of the conditions obtaining to-day in Mesopotamia assures one that the flooding of these plains needs no amazing miracle. Anyone who has crossed the Hamar Lake between Ur and Qurna in the flood season, as the writer has, where no land on any side is visible from a steamer's deck, will realise readily enough that an unusual rainfall and the bursting of large dams high up on the Euphrates would produce floods exactly as described in Genesis."

The great flat-bottomed boats, the lake-bellies that navigate the Euphrates to this day, and are the exact likeness of the conventional ark of a Regent Street toyshop, pitched too inside and out with bitumen, and capable of taking sixty to seventy tons of cargo, are quite equal to carrying a considerable number of human beings with their domestic animals.

Sir William Willcocks suggests that Noah was a considerable land-owning sheikh on the middle Euphrates, where in very early times irrigation on a large scale was practised. Gifted with shrewd insight into political trouble and the danger that upheavals meant to control of water storage, he prepared for such trouble by making his bellum inhabitable, or especially building one as a refuge.

He would then be prepared, as in the Bible story, for a year of unusual rain and the cataclysm that must follow, the bursting of dams, no longer controlled by a central authority.

"Now we know that the word Ararat is but agglutinated Sumerian for a mound, and just this sort of mound that once was a mud village with which Mesopotamia horizons abound; it is not difficult to catch from the Ararat of Armenia, that high heaped land, a commemorative echo in those mounds of an ancient tradition. It is then easy to believe that Noah and his family and his domestic animals, secure in their bellum, were swept away down the Euphrates on the crest of a flood, of which the details in Genesis are perfectly possible, floated on the Chaldean marshes till the floods abated, and eventually lodged on the site of a village of an older age, or even one destroyed by the Flood itself. The site was probably somewhere near the junction of the Euphrates with the marshes, viz., that very area of which Ur was the dominating settlement; about 1920, B.C., we find the strong and substantial tradition of Abraham, the descendant of Noah, leading his family from this district to wander in the land of Shinar and up towards Canaan and the river of Egypt."

THE KING'S NATIONAL ROLL.

OVER 12,000 SIGNATORIES.

The first edition of the King's National Roll, a book of over 300 pages, containing the names, addresses, and trade descriptions of employers who had given undertakings for the employment of disabled men under the national scheme down to the end of 1919, is now in circulation. It contains nearly 10,000 names, with full particulars of the scheme, and copies are to be placed at the Employment Exchanges, in free libraries, and other public buildings, and in the hands of those whose offers to embrace the scheme have been accepted by the local employment committee of their district.

The King and Queen Alexandra stand at the head of the roll; the rest of the names of the signatories to the scheme are arranged in alphabetical order by counties for easy reference. More than one local authority has passed resolutions restricting the giving of contracts to firms who have embraced the scheme. Since this book went to press the number of patriotic employers registered has grown to over 12,000, and the later additions will appear in new editions of the roll. The total is still growing, but the supply of disabled men is, unhappily, by no means exhausted. There are thousands yet to leave hospital, all will have to be found employment. Nothing has helped the scheme more than the testimony by employers who were among the first to recognise their duty that the disabled man is not difficult to employ. On the contrary, all the available evidence points to remarkable power of overcoming disability, and of anxiety on the part of the men to become useful members of society. Up to the middle of February 102,011 disabled men had been provided for under the scheme.

"It is," said Mr. Martin, "a complete fallacy to think that because bankers' deposits have risen there is a surplus fund to be tapped by taxation. It is an equal fallacy to think you can catch the profiteer. We roused the hunt to chase the elusive profiteer, but he has either by crafty manipulation in his deals put his spoil out of our reach or has so manoeuvred that we cannot ensnare the rogue in our net unless we catch the honest patriot as well."

These witnesses having given their evidence—checked separately, were cross-examined jointly.

In reply to the Chairman Mr. Martin said he believed there was a certain amount of hoarding of Bank of England notes.

Mr. Paine, in reply to Mr. Wilson-Fox, said that a recent fall in securities had been attributed to the proposal to impose a war fortunes tax.

"The effect of such a tax," said Mr. Paine in reply to Mr. Pennefather, "would be to raise prices, and it must have a disastrous effect on enterprise, production, and labour."

He said he had heard the remark many times in railway carriages and other places, "If we are to have a tax of this kind imposed what has been the good of my saving."

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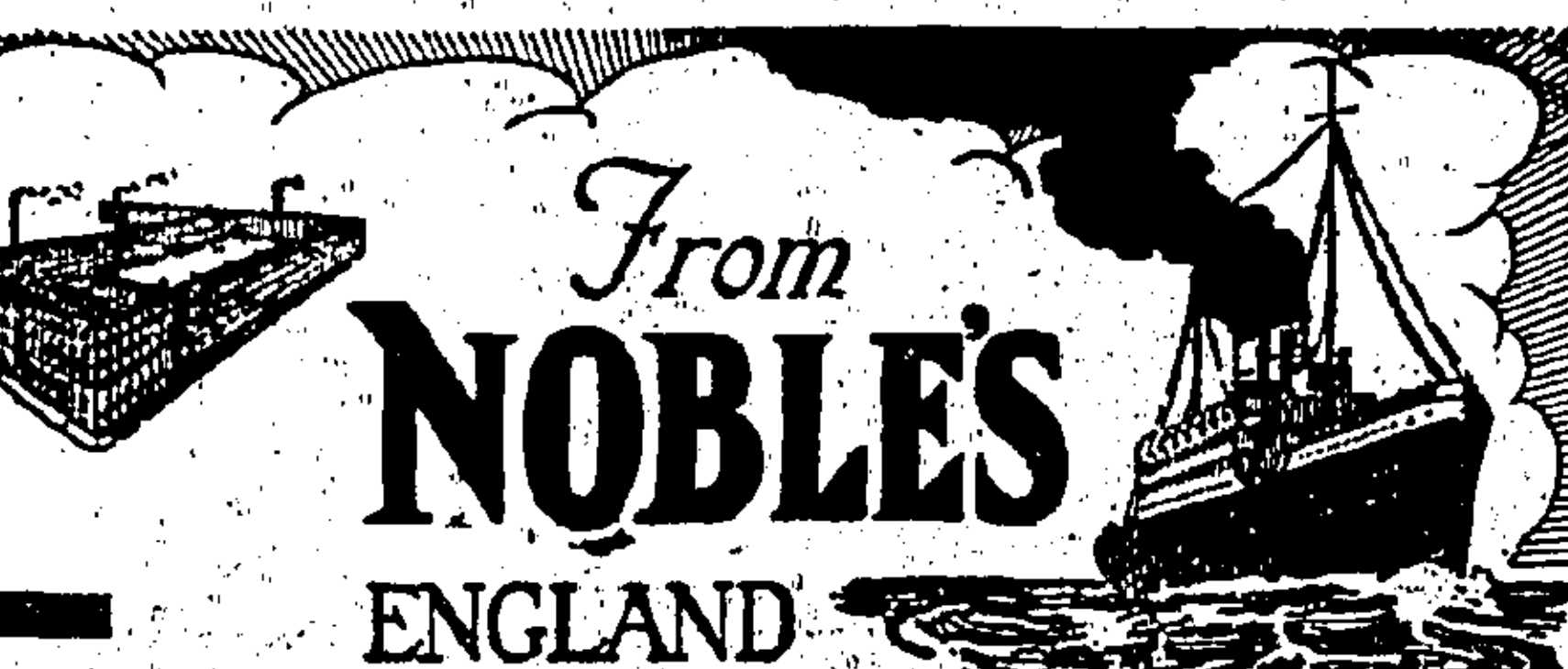
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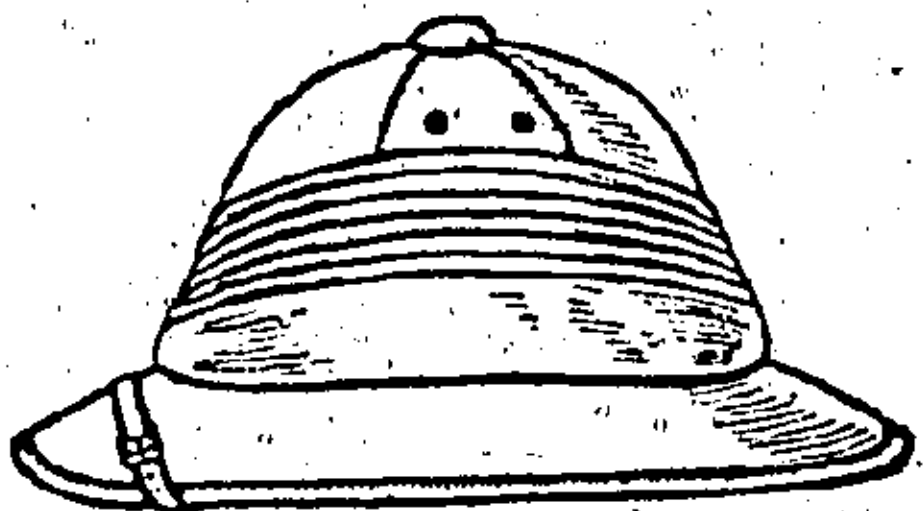


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## VIOLENT ACTS BY JAPANESE IN SIBERIA.

STRONG PROTEST BY ALLIED TECHNICAL BOARD.

The following resolution was presented by the President and passed by the Technical Board, April 14th, 1920, with the representatives of Great Britain, America, France, China, Russia and Czechoslovak assenting, and the Japanese Representative dissenting:

(1.)—Two Russian Railway employees at Imlanpo were suddenly arrested and summarily shot on April 8th, by some Japanese soldiers without trial.

(2.)—In the evening of April 8th two Russians were refused passage over the Shanghai bridge at Harbin by Japanese soldiers, in spite of their passes entitling them to such passage. One of them was thrown over the bridge and the other had his head bashed in by these Japanese soldiers. Both were badly injured.

(3.)—In the evening of April 8th, eight railway employees were suddenly arrested at Hallar by some Japanese soldiers and were locked up in a Japanese Military car to be transported to some unknown destination.

(4.)—Three Russian railway men were arrested at Manchuria Station on April 10th, by Japanese soldiers.

(5.)—These violent acts have created a wide-spread excitement and indignation among the railway employees and are most liable to precipitate grave troubles leading to the interruption of communications, the delay of Czech evacuation and the disturbance of the whole region, all of which tend to defeat the purposes and function of the Technical Board.

(6.)—These acts are regarded by the Technical Board as being in direct contravention to the Inter-Allied Agreement covering the guarding of the Chinese Eastern Railway which duty, was assigned to the Army of the Chinese Government by the Inter-Allied Powers, and that the military forces of no other nation have any authority in the guarding of this Railway.

(7.)—The Technical Board protests in the strongest possible manner against the interference and high-handed actions of the Japanese troops in these and similar instances, and asks for an assurance from the Japanese authorities that such acts will not be repeated.

(a)—That this protest be placed on record.

(b)—That copies of this protest be telegraphed by the Secretary of the Board to the Inter-Allied Committee and that each member of the Board be requested to telegraph the same to the representative of his country at Peking.

(c)—That the Japanese member of the Board be requested to hand a copy of same to the Senior Japanese officer commanding the Japanese troops in Manchuria and Siberia.

## A SINO-JAPANESE "INCIDENT."

CHINESE SOLDIER KILLED AT SOOCHOW.

According to a telegram received in Peking from the Civil Governor of Kiangsu, negotiations are taking place locally concerning the killing of a Chinese soldier by a Japanese recently at Soochow.

The Chinese local officials asked for the death penalty to be imposed upon the Japanese, that \$10,000 should be given to the family of the deceased, and that an apology should be given by the Japanese Consul-General at Nanking. The Japanese replied that the Japanese should be tried for accidentally killing the Chinese soldier, that \$10,000 compensation should be paid, but that no apology should be necessary for an accident. It is understood that the matter will be referred back to Peking if the local officials cannot settle the matter shortly.

A Soochow message published in a Shanghai paper says:

Without waiting for the settlement of the case, the Japanese Consul there has released the murderer of a Chinese soldier at Hsueh and permitted him to return to his business in Shanghai. It appears, according to Chinese semi-official reports, that the incident was caused by the insulting and teasing attitude of Japanese tourists because the prisoner Ota twice pointed the loaded rifle at the Chinese soldiers in a tea shop who were occupying a room adjoining that occupied by the Japanese before he pulled the trigger.

It has been established that there was no provocation on the part of the Chinese soldiers. The Japanese Consul has expressed his regret to Major-General Chu Hsi, garrison commander of Soochow, and has promised to pay a certain amount of monetary compensation to the family of the deceased soldier. The killed Chinese soldier was only twenty-two years old, and was a graduate of the local military school. His father and mother demand that the Japanese should pay a compensation equal to twenty years' earnings of their only son, and punish the murderer, who, they say, knew perfectly well that the gun was loaded, because he used it to shoot wild ducks that very morning in the vicinity of Hsueh; but the Japanese contend that Ota did not know that the rifle was loaded when he pointed it at the Chinese soldier, so that it was an accident and not deliberate murder. The case is still under discussion at Soochow. This incident has further augmented the anti-Japanese feeling of the Chinese because the natives believe that it was a deliberate murder of Chinese on the part of the Japanese, and that such a case should not be allowed to pass without punishment in the future.

## A SIBERIAN ODYSSEY.

GREAT ANTI-BOLSHEVIST EXPLOIT.

The Daily Telegraph's Correspondent wrote on March 15th:—

News of a great anti-Bolshevist exploit, as romantic a story as any that the Russian Revolution has given to the world, was received by Colonel John Ward at the House of Commons yesterday. An army of 30,000 men has just succeeded in cutting its way through the Bolshevist forces in Siberia, and, after a 2,000 miles march, has reached the country east of Lake Baikal. The heroes of this new Siberian Odyssey are in a terrible plight, and the first news of their adventure comes in the form of an appeal for help from General Hovart. Telegraphing from Harbin to Colonel Ward, General Hovart said:—

General Vritchevsky's army, consisting of 30,000 men, comprising the workmen of the Tjersky and Volynsky mills and peasants from the Volga districts, the Urals, and other parts of Siberia, after bravely fighting against the Bolshevists on the Ural front, proceeded to cut its way eastwards through the Bolshevist armies, thereby accomplishing a 2,000-mile march from Tobol to Verkhudinsky, despite the difficulties and hardships of a severe Siberian winter.

Owing to the lack of material supplies, this army has no clothes and no food, and endures indescribable privation. Russians are not able to help, and are forced to witness the perishing of the best and strongest of our people. Is it possible that these heroes will meet with no sympathy from the English people? I apply for help to you as to the defender of the working people, and as to one who has seen the situation in Russia and who knows the real meaning of Bolshevism. Help is needed immediately.

The men for whom this appeal is made have actually been left behind when the main anti-Bolshevist forces were compelled to retreat. Colonel Ward told half the story in his speech in the House of Commons a day or two after his return from Siberia last November. There were some 60,000 men engaged in mining in the Vadin district in the Urals. Colonel Ward described how these men organized themselves to withstand the Bolshevist menace. They got an army of 18,000 workmen together. They had no officers, and were armed mostly with sporting guns. Civilian engineers selected some of the best points in the district, and they continued to defend themselves and their homes long after the whole Bolshevist army had swept beyond them. After a time it was reported that they had been forced to surrender.

When, however, Kolchak's army moved forward, this was one of the points which it struck. After a few days' fighting, it was reported that fighting was going on behind the Red line and mutiny was taking place. But when Kolchak's line moved forward to the capture of Perm, it was still gallantly holding out after a struggle which had lasted for five or six months without outside help of any kind. Then for the second time, when Kolchak was defeated last year and the Red tide surged eastward, these brave workmen were left isolated once more. This time they decided to cut their way out, and they remain undefeated to the end.

Colonel Ward showed his telegram to the Prime Minister and Mr. Churchill while they were sitting on the Treasury Bench listening to the debate on the Air Estimates last night. Both Ministers read the telegram carefully.

## JAPAN'S NORTH CHINA SERVICE.

THREE "NEW" SUBSIDIZED SERVICES.

The subsidized North China services of the Nippon Yusen Kaisha have been readjusted under new arrangements with the Department of Communications. Hitherto the company maintained two subsidized services to North China—between Yokohama and Newchwang via Nagoya, or Yokkaichi, Moji, Nagasaki, Chemulpo, Dairen, and Tientsin, and between Kobe and Newchwang via Osaka, Moji, Nagasaki, and Tientsin. On the Yokohama run the company operated three steamers, with one sailing every tenth day, while on the Kobe run with four steamers. Arrangements have now been made to open three subsidized services to North China beginning in this month.

Three will be no modification to the Yokohama line, but two lines will be inaugurated in place of the present Kobe-Newchwang line, both starting from Osaka, one to Tientsin and the other to Newchwang. On the Osaka-Tientsin run three steamers, including one unsubsidized ship, will be operated with one sailing every sixth day. One sailing every tenth day will be kept up on the Osaka-Newchwang line with two steamers. There will be no change in the ports of call. The new arrangements of the company, it is believed, are designed to facilitate Japan's trade with China.

## CHINESE INSTITUTE IN FRANCE.

M. Painleve, who has been invited by the Chinese Government to discuss with the competent Chinese authorities the details regarding the foundation of a Chinese Institute in connection with the University of Paris, has been asked to forward to the President of China the following letter from M. Deschanel:— "Strengthening the intellectual relations between the marvellous Chinese culture, the most ancient in the world's history, and that of France is a work of the greatest utility to the progress of civilization. The French Government will give all assistance within its power to the creation in connection with the University of Paris of an Institute for higher Chinese education, a plan which your Excellency has generously initiated."

## PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, April 17th.

MR. LAMONT IN THE CAPITAL.  
Mr. T. W. Lamont and his party are the cynosure of all eyes in Peking. Everybody is interested in what Mr. Lamont may say or do. While it is true that the Government has accepted the principle of supervision of any loans that may be made by the Consortium, it is just as true to state that that acceptance is very unwilling, and popular opinion is being roused against anything that savours of infringing upon the sovereignty of the country. When the world war broke out it took China some time to realise that the Powers were not prepared to lend money on the same conditions as before. China did not grasp that Europe had no money to advance on the same easy terms as before. But experience is a hard school. That the financial markets had changed soon became apparent. Then there were the expedients of internal loans, which were followed after the demise of Yuan Shih-kai by the period of friendly finance which mortgaged almost anything for Japanese yen with which to keep the militarists in power and to fight the South. Later, when the war ended, the Powers had time to take stock of the situation and they declared that no more money would be advanced to this country until the internal peace had been arranged. That condition still holds good. China needs money urgently for purposes of reorganisation, and the question of the moment is whether it is to be obtained from Japanese thereby keeping the militarists in power or from the Consortium which will see that the money is profitably expended.

Since coming to Peking, Mr. Lamont has made several speeches in which he has applied himself to the refutation of misstatements of the aims of the Consortium appearing in the Chinese press. Over and over again he has made it clear that the Consortium will not come to China if the people of China do not wish it. The only question is the nature of the guarantee to be offered for the advances to be made. People who invest money have to be assured as to the security and to have guarantees that the money will be used for the purpose specified. Such in brief is the essence of the American financier's statements. As to the inclusion of a Chinese financial group in the Consortium, he has declared that the Consortium would welcome it, but he adds that opinion in Shanghai is opposed to the immediate entry of Chinese financial interests into the group as they might incur a responsibility which they were unable to meet.

MYSTIFYING THE POLITICIANS.

Marshal Tuan Chi-jui seems to come and go from the city to his rural retreat in order to mystify the politicians. When he stays away from the city it is understood that he wishes to have nothing to do with the political situation. When he returns to Peking for a few hours it is with the thought of making his own views effective. Politically there has been no progress, or rather change. There is a movement again to fill the three vacancies in the Cabinet. Chang Hui, for the Ministry of Agriculture and Commerce and Yao Shen for the portfolio of Justice are fairly well agreed upon, but there is not the same unanimity about the Ministry of Foreign Affairs, several names being mentioned. All the same, it is tolerably certain that Chen Lu, the acting Foreign Minister, will prove to be the first favourite.

THE STUDENTS' STRIKE.

The universal strike organised by the students, failed in so far as Peking is concerned as the censor stopped the intelligence which was to be the signal for action on the part of Peking. Besides, it is understood that the Peking body disapproves of the strike at this time. However, the students of the capital are making the most of their opportunities to ventilate the injustice of the authorities in holding forty of their number in prison without bringing them to trial until last Wednesday. They swarmed into the court precincts and demanded to be arrested on the ground that they were just as guilty as their colleagues in the dock. Of course they did not succeed in getting themselves docked up. The Court explained that their request was improper and could not be entertained. Besides there was not sufficient jail accommodation for so many.

TAX SOOCHOW AFFAIR.

Somewhat extravagant are the claims presented by the Chinese in connection with the affair at Soochow in which a Japanese accidentally shot and killed a Chinese soldier. The Chinese are asking that the death punishment be imposed on the man who was responsible for the soldier's death and that monetary compensation be paid. Probably it is the old Chinese idea of asking more than they expect in order to provide a margin for compromise.

## SOVIET MEMORANDUM TO ALLIED COUNCIL.

DEMANDS FULL AND IMPARTIAL INVESTIGATION.

After the Japanese had taken over the control of the government of Vladivostok, the Zemstvo government immediately sent a memorandum to the allied diplomatic conference and the allied military council. The document, as published by the *Dalnevostochny Obozrenic*, is as follows:

"On the night of April 4th and in the early hours of the morning of April 5th, without any cause as far as the Russian Military and Civil authorities are aware, the Japanese troops stationed at Vladivostok have forcibly disarmed and removed from their posts the Russian militia doing guard duty at the various establishments and buildings of the Russian Provisional government. They took possession of these institutions and establishments by placing their own sentinels on guard and flying the Japanese flag over them.

Furthermore they bombarded some of the government buildings, doing especially heavy damage to the Zemstvo headquarters at the corner of Aleutskaya and Svetlanskaya. They also disarmed several Russian regiments of the Vladivostok government and have arrested members of the government, many Russian military and civil officials and a number of Russian citizens.

RUSSIANS DID NOT FIRE.

"This move came unexpectedly and all the more so because at the time there were negotiations going on between the Japanese and the Russians regarding the establishment of favourable and amicable relations between the two Powers. In fact the Russians had proven that they were willing to settle all questions concerning the stay of Japanese troops in their territory in a satisfactory and peaceful way.

"The statements that have been issued by General Oi and Captain Nakawa explaining their conduct are filled with contradictions to the statements that have been made to the Russians and to the inter-allied agreement. They claim that the Russians fired upon the Japanese patrols in various parts of the city. The Zemstvo government takes occasion to emphatically and categorically deny all these statements. The Russian regiments have been instructed to extend full honour to all the Allies and their troops on every occasion. So confident is the Russian government of the truth of this statement that the authorities are willing to turn over to the Allies for investigation and examination any documents or evidence that may serve to determine the guilt or innocence of the Russian troops.

ALL ALLIES ARE GUILTY.

"While we declare our most emphatic protest against the conduct of the Japanese command at Vladivostok, we wish to say that the Provisional Government is at the same time protesting to all the allied countries for the so-called intervention. It was undertaken by all and the responsibility for it rests upon all equally.

"In order to prevent any further occurrences of a similar nature the Provisional government requests the inter-allied diplomats to make the following demands of Japan:

"First: To release Mr. A. A. Menshikov, all the Russian civil and military officials as well as the Russian citizens arrested by the Japanese command.

"Second: To return all the government buildings which have been seized by the Japanese.

"Third: The Japanese command to apologize for its conduct to the Provisional Government of Vladivostok.

"Fourth: The Japanese must stop further searching and make no further arrests, without first obtaining the consent of the Zemstvo government.

"Fifth: To return the arms to the Russians who were unlawfully deprived of them by the Japanese forces.

"Sixth: To request the Japanese to join with the Russians and the other countries in a full investigation of the past affair and the causes leading up to it.

"In concluding the Provisional government wishes to go on record as having declared that the sovereign rights of the Russian state must be respected and that only the acceptance of all the above conditions will give them the assurance that they can go on peacefully in their effort to re-establish tranquility in the Far East of Russia. At the same time we take occasion to ask the allied representatives to forward this memorandum to their respective governments."

## THE EASTERN RAILWAY.

Events in Kailar and Siberia are causing the Chinese no little anxiety. The action of the Japanese in taking over working of part of the Chinese Eastern Railway is, to say the least, disconcerting, and it is not surprising that the Government should have been led to address a protest to the Tokyo Government. In this connection it is interesting to note that the Chinese have made a very clever move by appointing General Horvath, adviser to the Ministry of Communications, at a salary of \$3,000 per month. The raising of a loan to meet the deficit on the present working of the Chinese Eastern Railway becomes more uncertain by reason of Japan's intervention. Reports from the North go to show that Japan is endeavouring to create a situation which would justify her taking over the railway.

## THE NEW BRITISH MINISTER.

Mr. Beilby Alston, the new British Minister, has arrived, and is kept busy by a constant stream of callers. He will present his credentials to President Hsu on Wednesday morning.

## LAWN TENNIS.

Lawn tennis commenced at the Peking Club this afternoon. Play at the International Recreation Club commences next week. Most of the other courts are in order now.



SPORT.  
TENNIS.

## HONGKONG C.C. TOURNAMENT.

S. A. Rumjahn and O. Rumjahn have good reason to be proud of the win they scored yesterday in the open doubles at the expense of F. A. Redmond and Major Bowen, generally accounted the best European pair in the tournament, now that J. S. Jennings and R. Hancock have scratched. The Rumjahns upset calculations when they defeated Murray and Raworth in an earlier round, but even their most optimistic friends did not expect them to get the better of Redmond and Bowen. The youngest pair in the tournament—their combined ages do not equal Redmond's age—the Rumjahns are now in the semi-final, and will meet Ng Sze Kwong and A. H. Rumjahn. They will not beat the latter pair—unless something wonderful happens—but they may be depended upon to give the potential champions a good game.

The Rumjahns won yesterday solely because of their persistently careful play and their accurate lobbing, with just a slice of luck. They are not the better players—Redmond could beat anyone on the court—but they are specialists in that type of tennis which is irritating to their opponents and dull to the spectators. As a matter of fact, neither couple were taking any risks, so that the match, except, perhaps, in the final set, was devoid of excitement and produced nothing more than ordinary tennis. Redmond and Bowen showed, occasionally, that they were not accustomed to the niceties of each other's play. Each took strokes which he should have left to his partner. If Redmond was more frequently at fault in this respect, he redeemed his "poaching" by bringing off an occasional brilliant stroke. This lack of understanding of each other's play was a factor in their defeat. Another factor was that in the latter stages of the match, the younger pair were comparatively fresh.

The first set went to the Rumjahns after ten games had been played. Redmond and his partner then bestirred themselves and won a set with comparative ease. Once again the youngsters' patient tennis triumphed and the set went to them 6-3. The case with which Redmond and Bowen won the fourth set and equalised matters made many think that they had the match in their hands. The final set was exciting, and numerous long rallies were witnessed. After making it three all, the Rumjahns won the next two games running and seemed to have the set when Redmond and his partner won a love game. Or Rumjahn won by his service the set, and the match, 6-4, 2-6, 6-3, 1-6, 6-4.

To-day O. Rumjahn meets R. Townsend in the semi-final of the open singles, and to-morrow M. W. Lo meets F. A. Redmond.

SATURDAY'S DOG AND  
POULTRY SHOW.

## RECORD NUMBER OF ENTRIES.

That Saturday's Dog and Poultry show, to be held at the Race Course, is going to prove a great success is amply indicated by the record number of entries this year in the different sections of the show. Hongkong has a number of dog and poultry fanciers who take an immense pride in their animals or their birds and consequently on Saturday the residents of the Colony will have an opportunity of seeing the prize birds and dogs of the city. In the poultry section, there are 155 entries, or 88 entries over last year. Mr. J. G. Kynoch is the principal exhibitor, with a variety of breeds. Next comes Mr. H. B. L. Dowbiggin, who, in addition to a variety of poultry, will show some remarkably handsome birds in the White Leghorn and Black Orpington Hen classes. It is regrettable that Mr. Leo Longinotto is not competing as he has some excellent poultry which have carried off the prizes not only at local shows but at Canton as well. The absence of Exhibits by him is no doubt due to a wish to give the other competitors an opportunity. It is to be hoped however that Mr. Longinotto will show his poultry. In connection with the poultry section H. E. the Governor has promised a special prize for the exhibitor securing the highest aggregate number of prizes. The Judges in this section will be Messrs. J. P. MacCarthy and F. H. Dillon.

In the Dog Section there is also an appreciable increase in the number of entries, there being 84, as compared with 56 last year. A special section for cats has been arranged and seven entries have resulted. The Hon. Mr. John Johnstone has presented the cup for the champion dog of the show, and the Hon. Mr. P. H. Holyoak a cup for the champion bitch. The Judges in this section will be Messrs. J. B. Irving, A. Gibson and J. F. MacCarthy. Lady Stables will distribute the awards at the conclusion of the judging.

FROM AFFLUENCE TO  
POVERTY.  
WELL-KNOWN CHARACTER A  
BEGGAR.

Twenty-five years ago, a man of substance, admitted to decent Chinese Society spending money recklessly; to-day, a shrivelled up old man decrepit and hunched, without a cent for a shave, an outcast and a beggar. Such was the pitiful figure that stood in the dock at the Magistracy, yesterday, charged with begging alms.

The man's life story is brimful of adventure in America and Australia, of fortunes amassed and fortunes squandered; of living the life of a merchant prince and of eating the hocks of a swine. He started life as a dockyard apprentice in the early Fifties, and after passing out, went to Australia gold-digging. After arduous labour, fortune smiled on him, but only for a time. The lessons of thrift were forgotten in the insane desire to squander his hard-earned wealth. For a brief period he lived as a man of affluence and wealth, spending right and left, till his last cent gone; he became a beggar. He commenced to work again, and saving a hundred pounds or so, made his way to America as a steerage passenger. Here, too, fortune favoured him and from a rag and bone merchant he became the owner of a store in Chicago. His experience in Australia taught him the lesson of thrift, and he came back to China a wealthy man. He married and settled down and had a son. The spirit of gambling, however, seized him and a month's attendance at the 'fun-tan' tables ended in his becoming a beggar for a second time. Nothing daunted he tried a third time, to amass a fortune in China. He succeeded and became a respected citizen. He came to Hongkong and the lure of the white lights at West Point worked his undoing. His son was sent to work in the dockyard and misfortune overtook him. The son broke his leg and became a cripple. Where he has gone the father does not know, nor does he seem to care. Bereft of money, of family, of friends, the man to-day seeks alms, too old to turn his hand to making another fortune by work.

When he was charged, yesterday, the Court was informed that he had been sent away on three occasions, but persisted in returning. When asked why, the man in perfect English said: "I am too old to work; my son is a cripple and has gone away. Give me a chance. God will bless you and make you happy."

The Magistrate fined the man \$2, and told the Police to see that he is sent back to Canton. The alternative was five days' imprisonment.

"Five days in prison," muttered the man as he left the dock, shouldering a bamboo pole. "Five days, well, I am going to fight."

HONGKONG UNIVERSITY  
DINNER.

## DISTRIBUTION OF PRIZES.

An enjoyable evening was spent in Lugard Hall on the occasion of the third Annual Dinner on Tuesday. Among those present were Professors Jordan, Smith, Hinton, Earle, Wright, Redmond, Rev. Dr. Pearce, Rev. C. B. Shann, Dr. V. N. Allen, Dr. J. Fenton, Dr. S. C. Ho, Messrs. N. T. Mackintosh, Shashi Hsu, H. M. Siu, and A. H. Rumjahn.

After the patriotic toasts had been duly honoured, Prof. Hinton proposed the toast of "The University" to which Prof. Jordan, in reply, said it is necessary to train up the body as well as the mind, and in no place could the students do better in this respect than in the hostels and on the athletic ground.

Mr. Mackintosh, in proposing "Lugard Hall," asked whether the fact that he knew that Hall so intimately was the reason why he was called upon to make that toast. He referred to the many activities of the hostel, and considered that the residents had every reason to be proud of their ability to maintain the excellent traditions of Lugard Hall. He referred to the *esprit de corps* which existed in the Hall. He wished the Warden, Prof. Warren, a happy holiday in the Homeland and expressed the hope that he would return as Warden.

Prof. Warren replied for the Hall, referring to the fact that he was shortly going on leave. He had found his Warden'ship a most pleasurable one and it was a position which he would relinquish reluctantly. He would always remember the happy time he had with the students of the Hall.

Mr. K. C. Cheam suitably proposed the health of "The Guests" and Prof. Smith replied in a humorous speech.

A distribution of prizes by Prof. Jordan, to the winners of the Hostel tennis, ping-pong, and chess tournaments brought the function to a close.

MAGISTRACY PARS.  
ASSAULTING A HOUSE-BOY.

Mr. J. A. C. V. Ribeiro was ordered, yesterday, to pay a sum of \$50, in addition to \$9 due as wages to a boy whom he severely assaulted with an umbrella.

## SQUEEZE.

The Chinese constable who was charged with violation of duty by going aboard a junk and demanding \$20 to hush up an infringement of the Arms Ordinance, was yesterday, fined \$100.

## AMMUNITION.

Two Japanese were fined \$500 each at the Magistracy, yesterday, for being in unlawful possession of 14 revolvers and 1,400 rounds of ammunition. The contraband was discovered on the *Kitana Maru*.

## ATTEMPTED ARMED ROBBERY.

The three Chinese, charged with an attempted armed robbery in Kowloon city, have been remanded. Evidence showed that the men fired their revolvers in the air to frighten their pursuers.

## RETURNED BANISHEE.

A Chinese was charged, yesterday, with returning from banishment before the expiration of his term.

He was banished in December, 1914, after serving various terms of imprisonment for larceny. The period of banishment was for ten years.

He was sentenced to twelve months' hard labour and four hours' stocks.

ALLEGED POSSESSION OF HOUSE-  
BREAKING IMPLEMENTS.

A Chinese was charged, yesterday, with being in possession of a house-breaking implement.

Two men were seen by a Chinese detective in Queen's Road, Central, early yesterday morning, acting under suspicious circumstances. He went up to the men and told them he intended to search them. One of the men ran away and the second one was seized by the detective. Underneath his sock was found what was described as a "crowbar."

Defendant said that he was a good man and could bring evidence to substantiate that statement. He used the "crowbar" for breaking up cargo on the Coast steamers.

Mr. Smith remanded the case to enable the man to produce his evidence.

AFTERMATH OF AN ARMED  
ROBBERY.

A Chinese was charged, yesterday, with stealing an opium pipe.

Defendant stated that he bought the pipe for \$4.50 and finding it did not suit him, he tried to sell it for \$15.

Inspector Cashman stated that on March 30th an armed robbery took place at 233, Queen's Road Central and among the things stolen were two opium pipes. The master of the house informed the Police and gave a description of the pipes to the pawn brokers, telling them to detain any man who came to pawn such an article. On Monday afternoon defendant went to a pawnshop with the pipe and was arrested.

After evidence had been given, Mr. Smith said there seemed some doubt as to whether defendant knew the pipe was stolen when he bought it. He discharged him.

## CHINESE AERIAL ROUTES.

ARRANGEMENTS FOR ITALIAN  
AVIATORS.

In view of the approaching arrival in China of Italian flying machines on their way to Tokyo, the Chinese Government has submitted to different provinces a temporary agreement concluded with the Italian Minister in Peking concerning the flight over Chinese territory.

According to the agreement, the routes prescribed for the flight are as follows:—

1. From Canton to Tsingtao along the coast of Foochow, Shanghai and Lianchiangchen, and then toward Tientsin along the Shantung railway, whence turning northward to Peking, via Peiho and Tientsin along the Peking-Mukden line.

2. From Peking to Shanghai via Tientsin and Yungping, and then turning eastward along the Peking-Mukden line across Siao-liangho, and to Antung via Tientsin, Tachibachao, Heiyen, Taiyangho and Lunganniao.

## THE CALCUTTA SWEEP.

The Government of Bengal is reported to have decided that public rallies are illegal and must be discontinued. This decision has caused much regret, as many desiring Christmas charities in Calcutta, which annually raise money by this means, will be "hard hit," especially Catholic Orphanages, etc. The Government naturally, however, are prohibited what about the Derby Sweep—*Straits Times*.

THE DENNISTON PLAYERS.  
"THE THIRD DEGREE."

After two nights of genuine farce and wholesome comedy, the Denniston Company, last night, proved beyond all doubt their dramatic ability when they presented Charles Klein's most successful play, "The Third Degree." We must admit that the theatre-going public of Hongkong, as a body, do not favour drama. They prefer the farces; hence the audience last night was not as large as it should have been. When, shortly after his arrival here, a reporter of the *Daily Press* hinted to Mr. Denniston that Hongkong does not take kindly to anything approaching heavy drama, Mr. Denniston replied briefly, "We cannot always have the same menu. It would be boring." Be that as it may be, Mr. Denniston will doubtless be prepared to admit that he could have filled the theatre if he had presented a farce with some delicately suggestive title. Nevertheless, those who saw the "Third Degree" cannot but have applauded Mr. Denniston's resolve to change the "menu."

Those who were present last night went away thoroughly pleased with the performance, for it showed many of Mr. Denniston's talented company in a new light. The play claims to be a thorough expose of the methods of the American Police Department and the iniquitous "third degree" which they employ to extract confessions from criminals. The methods were, of course, a revelation to the audience, though the American Police are perhaps more discreet than any other Force in the world. Needless to say, the play abounded in tense situations and scenes of suppressed emotion. To the genuine relief of many, it was interspersed with many an amusing quip or a smart jest. These served to soothe frayed nerves.

The play was a personal triumph for Miss Warda Howard, who took the part of Miss Howard Jeffries (jr.) the wife of the man accused of a murder he never committed and from whom the Police extracted a confession by using the "third degree." Miss Howard's portrayal of a part that called for the most stressful emotion and pathos was wonderful, and it is doubtful whether any actress who has visited Hongkong in recent years has made such a success of a part as Miss Howard did last night. As the pleading or the inexorable wife, the desperate or the self-satisfied girl, Miss Howard played on the emotions of the audience in a manner that will make the presentation of "The Third Degree" a memorable one. Mr. Reynolds Denniston as the "cleverest lawyer in the country" was extremely good. Two other members of the cast acquitted themselves with the greatest credit—Mr. W. Augustin, as Captain Clinton, the Police Captain, who we hope is not typical of his class, and Mr. Reginald Wykeham as Mr. Howard Jeffries (sr.), the father of the man who had so grievously suffered from the ministrations of the Police. Miss Pressy Preston had a very exacting part, "the lady with a past." She proved to be a realistically hysterical woman.

Tonight, the Company is presenting "Friendly Enemies" a comedy drama which is considered one of the Company's greatest successes. It ran for many months in London under the caption of "Uncle Sam" and has the reputation of having had the longest "run" of any play in New York during the 1918-19 season.

## SILVER CURRENCY AT HOME.

The Chancellor of the Exchequer, in a written answer to Mr. Stewart, says that the estimated amount of silver subsidiary coinage per capita of the population held in the United Kingdom before the war was approximately 13s.; the amount of silver purchased and coined during the war was about £23,000,000 (net) face value; and the estimated amount per capita in the hands of the public at the present time is about 27s. 6d. He does not think the increase of the subsidiary coinage, which is legal tender up to a very limited amount (40s.), has any appreciable bearing on the increase of prices, of which it is a consequence rather than a cause.

## MEXICO'S SILVER OUTPUT IN 1919.

Mexico's silver output during the calendar year of 1919 amounted to approximately 75,000,000 ounces, of which 33,000,000 ounces were refined in Mexico, according to unofficial estimates received by the Department of Commerce. Of the 33,000,000 ounces of silver refined in Mexico, it was said, 3,000,000 ounces were retained in Mexico for coinage purposes, and the balance of 30,000,000 ounces were exported, "practically" all to the United States.

## LANE, CRAWFORD &amp; CO.

## JUST RECEIVED

## A LARGE CONSIGNMENT

OF

## WARDROBE TRUNKS

IN

## SEVERAL DIFFERENT MAKES.

ALSO

## LADIES' MOROCCO LEATHER FITTED

## CASES WITH STERLING SILVER OR REAL

## EBONY FITTINGS.

## LINED WITH SILK MOIRE IN COLOURS

## OF BROWN, MAUVE AND GREEN.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

## UNIVERSAL IMPORT &amp; EXPORT CO.

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Top Floor,

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	MARITANA	CHORUS	
A5581	FUFFCHEN	ONE STEP	"PRINCES' BAND"
	Y COME LA VA	TANGO	
A5794	SHORE AT LE LUI WAI	FOX TROT	
	LADDER OF ROSES	ONE STEP	
A2595	HERE COMES AMERICA	FOX TROT	EARL FULLERS ORCHESTRA
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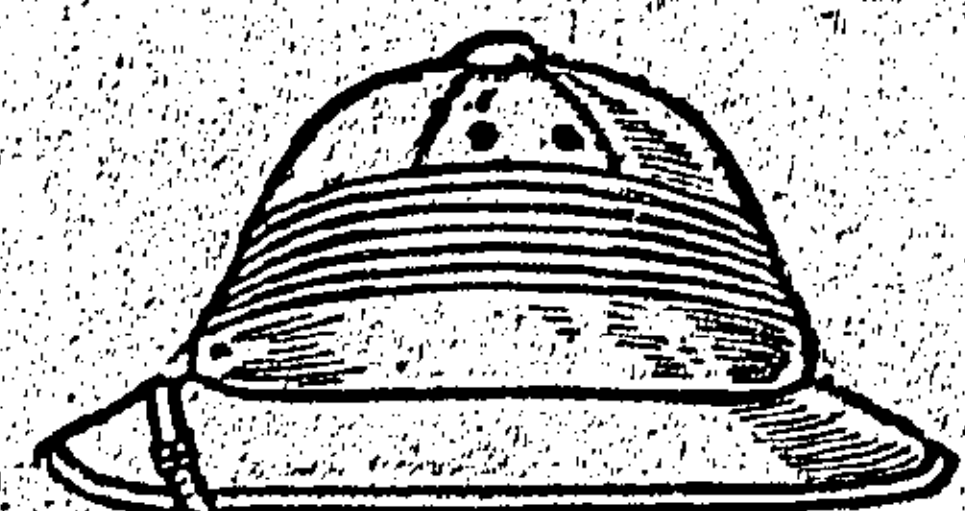
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SMART AND USEFUL SHAPES, STOCKED ONLY  
IN  
SUPERIOR QUALITIES.



## NEW ADVERTISEMENTS

**THE ROYAL HONGKONG GOLF CLUB.**  
PROFESSIONAL PAIRS COMPETITION. Members are reminded that entries close on the 2nd May. Hongkong, April 28th, 1920. [836]

**WANTED.**  
COMPETENT STENOGRAPHER for Shipping firm. State previous experience and salary expected. Reply to—  
Box 237, Care of "Daily Press" Office. 837

## HONGKONG DOG AND POULTRY SHOW. 1920.

will be held  
(By kind permission of the STWARDS of the JOCKEY CLUB)  
at HAPPY VALLEY.  
On SATURDAY, May 1st,  
From 2 P.M. to 6 P.M.  
Judging takes place at 3 P.M.  
No Dog or Bird will be allowed into the show or taken away without reference to the Steward.  
Admission ——— \$1.00. 828

## ROYAL HONGKONG YACHT CLUB. NOTICE.

**BATHING SEASON.**  
THE GENERAL COMMITTEE has decided to again throw the Club House open from May 1st, to certain approved persons who are not Members of the Club. Applications for Bathing Membership should be sent to either of the undersigned.  
By Order,  
E. W. CARPENTER,  
D. K. BLAIR, F. W. D.  
Lowe, Bingham & Matthews. 781

**WANTED.**  
LADY travelling on S.S. "NORR" about Middle MAY, to help with two Children from Singapore to London, part passage.  
Apply—  
Care of "Daily Press" Office. 823

**WANTED.**  
GENTLEMAN requires LESSONS in Spanish.  
Reply to—  
Box No. 818, Care of "Daily Press" Office. 818

**WANTED.**  
FIRST-CLASS EUROPEAN STENOGRAPHER and TYPIST. Knowledge of Insurance work an advantage. State salary required.  
Apply to—  
Box 780, Care of "Daily Press" Office. 780

## A. G. DA ROCHA. IS THE AUCTIONEER.

**A. G. DA ROCHA,**  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.  
Queen's Road Central, Telephone No. 3222.

**FAVOUR**ED with Instructions from The Concerned, will sell by Public Auction, TO-DAY (THURSDAY), April 29th, 1920, at his Sales Room.

**HOUSEHOLD FURNITURE AND EFFECTS.**  
Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curio, Crochery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Handkerchiefs and a long line of Sundries.  
Terms:—Cash on Delivery.

**A. G. DA ROCHA,**  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.  
Queen's Road Central, Telephone No. 2222.

**FAVOUR**ED with Instructions from The Concerned, will sell by Public Auction, on SATURDAY, May 1st, 1920, at 2.30 P.M., at his Sales Rooms, Queen's Road Central (Old Post Office Building).

Comprising:—  
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Table, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crochery, Glassware, Ornaments, Cabinets, Oak Bookcase, Dinner Wagon, Dining Chair, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.  
Catalogues will be issued.  
Terms:—Cash on delivery. 82

## INTIMATIONS

**NOTICE.**  
WE have This Day REMOVED our OFFICE to No. 29, QUEEN'S ROAD CENTRAL, (Old Supreme Court).  
E. E. WILCOX & CO.  
Hongkong, April 28th, 1920. 816

**HONGKONG ELECTRIC CO., LTD.**  
**NOTICE IS HEREBY GIVEN** that CERTIFICATES in connection with New Issue of Shares are now ready and may be had at the Company's Office, St. George's Buildings, on application upon surrender of Banker's Receipt.  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, April 28th, 1920. [816]

**THE HONGKONG ELECTRIC CO., LTD.**  
**REDUCTION IN PRICE.**  
FROM MAY 1st, 1920, the Price of Current for LIGHTING and FANS will be reduced to 10 cents per Unit.  
Discount will remain as before.  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, April 28th, 1920. 817

**G. R.**  
**LEAD, CASKS, CASES, ETC.**

**TENDERS** are invited for the purchase of a quantity of Lead, Casks, Cases and Wood Batten.  
The material may be seen on application at the Naval Yard, Hongkong, between the hours of 9 A.M. to 12 Noon and 1.45 to 4.45 P.M., on April 29th and 30th.  
Tenders should be lodged in the Commodore's Office by Noon on 5th May, 1920. Forms of Tender may be obtained on application to the undersigned.  
H. G. LOWE,  
Naval Store Officer,  
Hongkong Yard.  
Hongkong, April 28th, 1920. 819

**TO LET.**  
A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings. 89

**FOR SALE.**  
A REFRIGERATING PLANT complete and ready for use. In first-class condition.  
Manufactured by Messrs J. & E. HALL, Ltd., Dartford, Kent (No. 6, V.M.T. C. O. 2, Machine).  
Also a quantity of Spare parts.  
Apply by letter—  
D.S.C.,  
Care of "Daily Press" Office. 799

**STEAM LAUNCH FOR SALE.**  
OUTLINE SPECIFICATION.  
Length over all... 55 feet  
Broad extreme... 11' 1 inch  
Depth of Hold... 5' 6"  
Gross Tonnage... 22.01  
Net Tonnage... 10.27  
Cylinders... 6" & 12"  
Boiler of Steel Round Horizontal  
Multitubular  
Diameter of Boiler... 4' 6"  
Length of Boiler... 8' 2"  
Working Pressure... 120 lbs.  
For further Particulars,  
Apply—  
GORDON & COY.,  
St. George's Buildings. 760

**REPULSE BAY HOTEL.**  
**SATURDAY, May 1st,**  
TEA DANCING FROM 4 P.M. TO 7 P.M.  
DINNER DANCE FROM 8 P.M.  
**SUNDAY, May 2nd,**  
Orchestral Concerts during Teina and Afternoon. 810

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**  
"NOVARA"  
Arrived Hongkong on April 27th, 1920.  
FROM LONDON, PORT SAID, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THREE AM in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.  
All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

**MAKINNON, MACKENZIE & CO.,**  
Agents.  
Hongkong, April 27th, 1920. [824]

## NOTICES TO CONSIGNEES

**NOTICE TO CONSIGNEES.**  
SS. "LAKE FIELDING" VOY HOME, FROM CALCUTTA via RANGOON, PENANG, SINGAPORE and RAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of the Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Apr. 29th, at 10 A.M., and April 30th at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Apr. 30th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

**PACIFIC MAIL STEAMSHIP COMPANY,**  
As Operators, U.S. Shipping Board.  
Hongkong, April 22nd, 1920. [810]

## NOTICE TO CONSIGNEES.

SS. "WEST INSKIP" VOY 2-OUT, FROM SAN FRANCISCO via JAPAN, PORTS, SHANGHAI, AND MANILA.

THE above-mentioned vessel having arrived from the above mentioned Ports with cargo, S.S. "COLOMBIA" Voyage 14-OUT, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk and expense.

Consignees are hereby notified that Cargo transferred from the S.S. "COLOMBIA" to the S.S. "WEST INSKIP" at Yokohama and will be subject to General Average and before delivery of such Cargo can be given they must sign General Average contribution of 14 per cent. of the invoiced value of the Goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where Cargo ex S.S. "COLOMBIA" will be examined by Messrs. GODDARD & DOUGLAS on April 29th, at 10 A.M., and Cargo ex S.S. "WEST INSKIP" will be examined by the Company's representative on April 30th at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 3rd, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

**PACIFIC MAIL STEAMSHIP CO.,**  
Hotel Manilla.  
Hongkong, April 16th, 1920. [820]

## "GLEN" LINE OF STEAMERS, LTD.

**NOTICE TO CONSIGNEES.**  
FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Motorvessel  
"GLENADE"  
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st May, 1920, will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS on 1st May, 1920, at 10 A.M. Claims against the steamer must be presented within 24 hours of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 24th April, 1920. [812]

## NOTICE TO CONSIGNEES.

The Steamship "AFRICA"  
FROM TRIESTE, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 hours of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 4th May, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 10 A.M., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, April 27th, 1920. [825]

## INTIMATION

**WATSON'S**  
effervescing

**LIVER SALTS**

taken in the morning will quickly relieve that slight derangement and impart a feeling of health, vigour and exhilaration.

**SOLE AGENTS:**  
**A. S. WATSON & CO.,**  
LIMITED.

**THE HONGKONG DISPENSARY.**

**BIRTH.**  
OTTEN.—On April 27th, at Tjibatee, No. 38, The Peak, to Mrs. G. OTTEN, a daughter. [829]

HONGKONG OFFICE: 104, DES VOUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, APRIL 19TH, 1920.

**RE-ECHOES OF JUTLAND.**

ALTHOUGH it is four years since the historic battle of Jutland, only one book, and that recently published, gives the German point of view of the famous engagement. The author of this latest contribution to naval history is Commander VON HASE, who himself took an active part in the fight. He is, apparently, well qualified to write upon modern naval affairs, and especially upon the details of Jutland as they appeared from the German point of view. He was the chief gunnery officer of the *Derfflinger*, which ship was in the German squadron under Admiral Hipper. When the *Lutetia*, which was the flagship, was disabled, VON HASE was in the leading ship. He tells an amazing story of how the *Derfflinger* escaped in an almost incredible manner, and so he escaped, to tell the tale. Now that the war is over we may almost be glad that such an eyewitness survives. We can never forget the desperate and atrocious maritime acts of the German Navy, but we can realise that future historians will be thankful for the narrative of VON HASE. We accept it, also, with considerable interest. It may have its use in preventing further wild ambitions of non-maritime peoples. We never shall understand the curious psychology of the Germans. Just consider, for a moment, this rising naval officer in charge of the gunnery of a most important warship. Apparently his thoughts, before the battle was joined, were concerned with the historical, or scientific aspect of the fight. He had made most elaborate arrangements for securing an accurate record of this engagement. He had trained a reliable petty officer to take down every order given by him during the battle, as well as all sorts of other data, such as time and angles at which the guns

were trained. We can imagine these two rehearsing in anticipation of the fight and entering the battle, not in the hot-blooded spirit of adventure of the old Elizabethan heroes, such as DRAKE, but in the cold-blooded spirit of the scientific investigator who sets out to prove the causes as well as the results of certain operations. VON HASE had instructed every turret captain and his own assistant officers to make all possible records. It seems almost incredible that, in the face of what must have seemed certain death, this German naval officer and his assistants could have gone on recording times and angles when their lives hung upon the promptness with which they handled their guns or carried out orders. Another curious thing is that although the KAISER was the "first" individual to apply the word "Hun" to the Germans, VON HASE bitterly objects to the term. But it will live in history longer than the elaborate details about mechanism recorded by VON HASE. In Admiral LORD JELlicoe's controversial book, "The Grand Fleet"—which some people think it was a mistake to publish—there is a suggestion that the British armour-piercing shell in use at Jutland was inferior to that of the Germans. On the other hand, recent evidence, as given by experts, throws doubt on the assertion. But it is worth noting that, owing to the range of about twelve miles which separated some of the ships, the shells descended at a steep angle, very much as in the case of a projectile from a howitzer. It is thus evident that deck protection in modern naval fighting is quite as important as side armour. It was only elaborate protection that enabled four of the German battle cruisers to regain harbour after the terrific hammering which was given to them at Jutland. No doubt we shall have more details of the great fight as autobiographies or other contributions by eye-witnesses appear. The battle is much more difficult to follow in detail than is the historic fight at Trafalgar. Some of us remember the consternation with which we read the first news of the engagement. As the details leak out we are glad to find additional evidence of British pluck and nautical efficiency. The last book issued, that by VON HASE, admits these attributes.

Mr. C. A. Hooper, of Messrs. Johnson, Stokes and Master, and Mrs. Hooper returned to the Colony by the *Novara*.

Two cases (two deaths) of cerebro-spinal fever, two cases (one death) of plague and one case (one death) of small-pox were reported in the Colony on Monday.

A godown belonging to Messrs. Jardine, Matheson & Co. at Ichang, was gutted by fire on the 13th inst. The loss is estimated at over Tls. 200,000.

Canton having provided itself with some new roads, has now a motor-car garage, situated on the new Bund, near the Shamen French Bridge. This new enterprise has been started by Mr. A. Pires Pereira, and one of the earliest patrons of the garage was Lady Stubbs, during a recent visit to Canton.

There are ample signs here, says a Madras message that China is getting restive owing to the large quantity of Indian opium, which is reaching China, and which is undoubtedly smuggled from here, certainly with the connivance of people of position, who purchase it wholesale. It is probable that representations will be made to the British Government very soon.

Someone who has revisited Singapore after an absence of twenty years has contributed his "impressions" to the *Singapore Free Press*. The purport of them may be gathered from the following introductory lines:—"I lived in Singapore for two years, 1899 and 1900 and hated it; I have lived and escaped with my life after four days in Singapore in 1920, and now I loathe it. I am sick with the reek of filthy lucre. There is far too much money in Singapore; there is so much that it apparently has no value (judging by what you can get for it) and the curse of the tip, the backsheesh, the kumshaw, and the 'present' hangs heavily over the land. Extravagance is the keynote of possessing what is the best present day substitute for comfort. A bookkeeper will ask \$50 for an article worth \$20 and get it. To-morrow he will ask \$75 or \$100 for it—and will get it. Why should he sell for less? Why should Hotels and Boarding Houses imperil their reputations by charging visitors \$8 a day, while they can get \$16, a full house with standing room only and the immediate prospect of further rises?"

An interesting development in Christian Missionary endeavour in China was witnessed in the departure from Liverpool on March 22nd on the str. *Carmaria*, of 18 Irish priests, the first batch to be sent out by the Irish Mission to China.

A Peking contemporary states that the Chinese Government has decided to appropriate a portion of Boxer Indemnity Funds due to Russia to satisfy the claims of the Chinese merchants for losses which they have sustained owing to the disturbances in Siberia. Investigations are being conducted by the Government with a view to ascertaining the exact amount of losses sustained by the Chinese merchants.

Viscount Furness who is in Hongkong with his yacht *Suphrie* is the chairman of Furness, Withy and Co., Ltd.; Furness, Boulden, Argentine Lines, Ltd.; Irvine's Shipbuilding and Dry Docks Co., Ltd.; South Durham Steel and Iron Co., Ltd.; Deputy Chairman of Wearside Steel, Coal and Coke Co., Ltd.; Brookmill Collieries, Ltd.; director of several other important concerns and Lord of the Manor of Grantley.

**FAR EASTERN CABLE NEWS.**  
[BY COURTESY OF THE "CHINA MAIL"]

**THE SINGAPORE JUDICIAL BENCH.**  
SIR JOHN BUCKNILL OFFERED AN INDIAN JUDGESHIP.

SINGAPORE, April 27th.  
It is reported that the Chief Justice of Singapore, Sir John Bucknill (at one time Attorney-General of Hongkong) has been offered an Indian Judgeship.

Sir Aubrey Goodman, Chief Judicial Commissioner, F.M.S., is seriously ill. His departure for Malaya has been delayed.

**[THROUGH REUTER'S AGENCY.]**  
"SLAVE GIRLS" OF HONGKONG.

LONDON, April 28th.  
In the House of Commons, replying to Colonel John Ward, as regards the abolition of girl slavery in Hongkong, Colonel Amery said that the law of Hongkong does not recognise the existence of the servile status. As regards Mai Tai, the Secretary of State was communicating to the Governor who was asked to consider the possibility of requiring adopted children to be registered and, after the registration, to be subject to visitation.

**DEATHS ON TOBACCO AND RUBBER ESTATES.**  
LONDON, April 28th.

In the House of Commons, replying to Mr. Spoor, Colonel Amery said that the British North Borneo Company will be asked to submit a return showing the death-rates upon the tobacco and rubber plantations during the last five years.

**HONGKONG LEGISLATIVE COUNCIL.**  
TWO CANDIDATES IN THE FIELD.

There is to be another election shortly—for the vacancy on the Legislative Council caused by the temporary absence from the Colony of the Hon. Mr. H. E. Pollock, K.C., member representing the Justices of the Peace.

The election takes place at the Registrar's Office, Supreme Court, on May 5th.

Mr. A. R. Lowe is proposed by Mr. J. Scott Harston and seconded by Mr. F. Smyth.

Mr. T. F. Hough is proposed by Mr. N. J. Stabb and seconded by the Hon. Mr. P. H. Holyoak.

Mr. Pollock, who leaves the Colony on May 5th is expected to return by the end of October.

**HONGKONG HARBOUR AND BIG SHIPS.**  
ARRIVAL OF THE "AMERICAN."

The largest ship that has ever entered Hongkong harbour came in yesterday between two and three o'clock. She is the old Hamburg-America liner, *America*, now called *American*, built in 1905. Her gross tonnage is 22,622, length 668ft., breadth 74ft., depth 47ft. Her speed is 17½ knots. She was interned at New York when the war broke out, and was later used by the American Government for the transport of troops across the Atlantic. She is now carrying 5,430 Czechoslovak troops, home from Vladivostok. It may be added that her crew numbers 452.

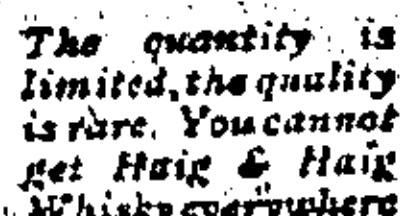
The *President Grant*, another former Hamburg-America liner, is engaged in similar service, and is expected here very shortly. Her gross tonnage is 18,072; and her dimensions are: Length 560 feet; breadth, 68 feet; depth 43 feet. Her speed is 14½ knots.

For purposes of comparison we give following figures of the Great Northern S.S. Co.'s *Minnesota*, the largest vessel which has come to Hongkong previously: Gross tonnage, 20,718; length, 623 feet; breadth, 73 feet; depth, 41 feet; speed, 14 knots.









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HONGKONG.



**MITSU BUSSAN KAISHA**

**MARTIN'S**  
**APOLASTIC**  
**NEED PILLS**

THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

A substitute for match wood has been discovered by Mokichi Yano, an old itinerant worker, living at Nishikamachi, Hongo, according to the *Hochi*. The workman has spent several years in experimenting and at last has succeeded in producing a substitute that he has made from old newspapers. The new product, according to those who have tested it, will serve the purpose just as well as and costs just about one half as much as match wood.

The discovery is important from the fact that match wood has been growing constantly less and the experts predicted that within the next 15 years the supply in Japan would be exhausted.

# BOVRIL

5TH FLOOR  
HOTEL MANNION

[illegible]



**DODWELL & COMPANY, LD.**

STEAMSHIP SERVICES.

Regular Sailings to

**NEW YORK**

via Panama Canal.

S.S. "BOLTON CASTLE" ... Sailing about End of May.

**LLOYD TRIESTINO**

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PENANG, COLOMBO, ADEN & PORT SAID.**S.S. "AFRICA"**

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(NANYO SEA MAIL S.S. CO.)

Regular Services between

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For JAVA

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For JAPAN

S.S. "SAMARANG MARU" ... Sailing on or about 9th June.

**OCEAN TRANSPORT Co., Ltd.**

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Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA

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INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

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**DODWELL & CO., LTD.**

Agents.

110

**WATERHOUSE LINE.**

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

**SEATTLE-TACOMA-VICTORIA-VANCOUVER**

via Kobe and Yokohama.

"DELIGHT" ... 6th May.

"STANLEY" ... 1st June.

Further sailings to be announced later. Through Bills of Lading issued to all  
Overland Common points in U.S. and Canada.

For rates and further particulars apply to:-

**FRANK WATERHOUSE & COMPANY,**

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**LOS ANGELES PACIFIC NAVIGATION COMPANY**

HONGKONG

TO

**LOS ANGELES, CALIFORNIA, U.S.A.**

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. VINITA ... May 15th. S.S. VINITA ... May 17th.  
S.S. WEST NIVARIA ... June 15th. S.S. WEST NIVARIA ... June 17th.  
S.S. WEST MONTOPE ... July 15th. S.S. WEST MONTOPE ... July 17th.Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route  
Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.Head Office: Los Angeles, Calif. Hongkong Office: Prince Building, Chater B.  
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Manila, Singapore. CHAS. E. RICHARDSON,  
General Agent for South China.

483

**FOR NEW YORK****PRINCE LINE FAR EAST SERVICE**

"PERSIAN PRINCE" ... via Suez Canal ... 2nd half May.

Steamers proceed via Panama Canal or Suez at Owners' option.

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**DOBBIE McINNES, LTD.****COMPASSES,**SOUNDING MACHINES,  
ENGINE INDICATORS

AND

NAUTICAL SPECIALTIES

Sole Agents:

**LANE. CRAWFORD & CO.**

140

**AERIAL DEVELOPMENT.**

LONDON TO SYDNEY IN SIX DAYS.

INTERESTING VIEWS OF FAMOUS  
AVIATORS.

Sir Ross Smith and his brother, Sir Keith Smith, who won the Australian Government's prize of £10,000 for a flight from England to Australia, interviewed by a representative of the Sydney Morning Herald, pointed out that "what we have accomplished as pioneers in 23 days will, in a short time, with a week's comfort, be accomplished within a week. The air age is coming, and Australia, at all places, simply cannot afford to keep out of it. The work done at Ipswich was simply excellent, and is another link in that aerial chain that will eventually stretch from Sydney to London."

"All that is wanted," both brothers agreed, "to make that venture a success, is enterprise, organisation, and capital. The Vickers-Vimy, as she stands to-day, can carry comfortably 16 passengers or a ton of freight. On shorter journeys, where petrol for only an eight or 10 hours' flight had to be carried, the weight could safely be increased to 30 cwt., and a speed of 80 m.p.h. could be steadily maintained. The only uncertain element is the weather, but with the machine in perfect condition, it would be exceedingly bad weather that would cause serious danger. They suggested a service between Sydney and London."

Both aviators were reluctant to give an exact route to be followed, as a number of international questions were involved, and these were for the respective Governments to settle. But, assuming these were out of the way, they concurred after some little discussion that the following would be reasonable daily stages in the journey from Sydney to London, the flying to be done by daylight only, and the passengers sleeping at the landing places:-

First day: Sydney to Darwin.  
Second day: Darwin to Singapore.  
Third day: Singapore to Calcutta.  
Fourth day: Calcutta to Baghdad.  
Fifth day: Baghdad to Rome.  
Sixth day: Rome to London.

"This," said Sir Ross, "varies somewhat the route we took, but it is essentially the same. They would be, for instance, no necessity to make the extra 250 miles across the Mediterranean to Cairo, but we did not know the political conditions at Damascus. Then again, Delhi could be cut out. All these are matters of future arrangement, but the time table in the main stands, with a number of intermediate landing stages in cases of emergency."

"Such," said Sir Ross, "is not an idle, fantastic dream, but is at the present moment within the range of possibility. The men and machines are already available. All that is necessary is that they be mobilised and pressed into the service."

AN IMPERIAL SERVICE.  
There is no reason why a regular, aerial service should not be commenced forthwith between Sydney and London.

This was the definite and emphatic statement made by Sir Ross Smith. "It is evident," said he, "that immediate action must be taken to link up the Empire in a great Imperial air service, which will include in its radius the United Kingdom, Egypt, Canea, India, and Australia. The Imperial authorities are taking action in regard to the 'London-Cairo-India' service. The present flight, Cairo to the Cape, will divulge the possibilities of that route. It remains for the Governments and people of Australia to hasten the establishment of the Australia-India section of this aerial route."

Sir Ross Smith is satisfied that within a year—or a few years at the latest—airplanes will be regularly flown at the rate of 200 miles per hour. Allowing for short stoppage for fuel, or quick change of machines, this would bring Sydney within 64 hours' actual flying time of London.

"Taking aeroplanes and engines actually in being, and carefully tested under peace conditions, a systematic service to London could now," said Sir Ross, "be organised with the following stopping places:—A service from Melbourne to Sydney would converge at Charleville, or possibly another centre nearer to Brisbane, if thought desirable for commercial reasons. There would probably be a falling-off in passengers at the end of this stage, and one machine would, at the commencement, possibly be sufficient for the journey to Cloncurry and from there to Darwin. The whole would thus be comfortably covered in three days. The same time would probably be required for the journey from Adelaide and Perth to Darwin. Darwin would thus be the clearing centre for Australia."

"The next stage would be Darwin to Soerabaja, and from there to Kallijati, West Java. Aerodromes and repairing shops, and possibly spare machines, would be required at one or other of these stations, preferably at both. The Governor-General of the Dutch East Indies assured me there will be absolutely no difficulty in securing excellent landing places at both these centres. With the traffic would come adequate hotel accommodation. The next stage would be Singapore, and from there to Rangoon and Calcutta, which under this scheme, would be reached in eight days from any of the Australian State capitals."

"This would link up with the Calcutta-London service, which, for Empire reasons, would probably follow the route, Delhi, Karachi, Bundar Abbas (Persia), Baku, Bagdad, Damascus, and Cairo, where there would be a further joining up with the Cape-town-Cairo-London route. From Cairo the more practicable route would be via Orto (or Malta), to Rome, and from there along the shores of the Mediterranean to Lyons, and from there direct to London."

Sir Ross Smith was careful to emphasise that this was merely an opinion of what he believed was the most serviceable route, and one which, with the facilities already available, can be easily accomplished in 18 or 20 days, in short, comfortable daily stages. As experience was gained and improvements effected in the engines and machines, intermediate stations would be gradually cut out until the journey would be shortened to six or eight days.

(Continued at foot of next column.)

**CHINA COAST METEOROLOGICAL**

REGISTER.

APRIL 28TH, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	8 a.	—	—	—	—	—	—
Namuro	8 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Wakajima	—	—	—	—	—	—	—
Bohai Island	—	—	—	—	—	—	—
Weihaiwei	8 a.	29.95	56	87	—	—	—
Hankow	—	—	—	—	—	—	—
Idchang	—	—	—	—	—	—	—
Kiungchiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.08	48	92	—	1 b	—
Guizhou	—	30.75	39	88	—	1 b	—
Sharp Peak	7 a.	29.99	58	81	—	2 b	—
Amoy	8 a.	—	—	—	—	—	—
Singapore	—	30.07	82	77	—	1 b	—
Taihou	—	29.99	81	74	—	1 b	—
Taiwan	—	29.94	73	—	—	2 b	—
Kochu	—	29.94	73	—	—	2 b	—
Pescadore	—	29.98	70	—	—	4 b	—
Canton	—	29.95	68	—	—	1 b	—
Hongkong	—	29.95	67	69	—	4 b	—
Gap Rock	—	29.93	—	—	—	6 od	—
Macao	—	29.91	68	71	—	4 b	—
Wachow	8 a.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phulien	—	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—
Cape S. James	—	—	—	—	—	—	—
Apurri	8 a.	—	—	—	—	—	—
Dagupan	—	29.85	78	88	—	0 b	—
Manila	—	29.83	81	84	—	0 b	—
Legaspi	—	29.81	77	92	—	2 b	—
Calapan	—	29.79	79	83	—	4 b	—
Surigao	—	29.78	79	83	—	4 b	—
Gnam	—	29.78	79	83	—	4 b	—
Labuan	8 a.	—	—	—	—	—	—

T. E. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, is degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

7. RAIN, in inches, tenths and hundredths.

8. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

9. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

10. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

11. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

12. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

13. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

14. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

15. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

16. STATE OF SKY, according to Beaufort Scale, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

17. STATE OF SKY, according to Beaufort Scale, 1,



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S.S. "LUCERNE" April 29th.

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UNITED KINGDOM AND CONTINENT.

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General Agents.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and SINGAPORE	"LIANGHONG"	On 29th April, 11 A.M.
SHANGHAI and NEWCHANG	"SENKANG"	On 29th April, Noon.
WIKAWAI, CHIOO & TIENTSIN	"KUEIKOW"	On 1st May, 4 P.M.
SHANGHAI and TIENTSIN	"YINGHONG"	On 1st May, 4 P.M.
HAIPHONG	"KAIKONG"	On 2nd May, 10 A.M.
SWATOW and BANGKOK	"CHUSAN"	On 4th May, 10 A.M.
MANILA, Cebu & ILOILO	"TAKING"	On 4th May, 4 P.M.
AMOI, SHANGHAI & FUKOW	"ICHANG"	On 4th May, 4 P.M.
SHANGHAI	"SUNNING"	On 6th May, Noon.

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Excellent Saloon accommodation. Ample Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Hongkong and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Agents

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOCHOW**

AND RETURN.

(Occupying 8 to 10 Days).

"HAICHING"	... Capt. A. H. Stewart	FRIDAY, 30th Apr., at 2 P.M.
"HAILONG"	... Capt. Ed. Walker	TUESDAY, 4th May, at 2 P.M.
"HAIFONG"	... Capt. W. O. Passmore	FRIDAY, 7th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Bako Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

**NEW YORK DIRECT.**

Joint Service of the

**"BLUE FUNNEL" LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF COLOMBO"	... via Suez	18th May.
"BURYMAHUS"	... via Panama	25th May.
"HOWICK HALL"	... via Suez	27th May.
"TELEMAHUS"	... via Panama	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD. HONGKONG.

HONGKONG AND CANTON

REBS & CO.

CANTON.

**P. & O. - BRITISH INDIA.****APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

	Tons	From Hongkong (about)	Destination
"NORE"	6,700	10th May.	MARSEILLES, LONDON & ANTWERP.
"DUNERA"	5,500	13th May.	Singapore, Colombo & Bombay.
"NOVARA"	7,000	23rd May.	Marseilles, London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS (South)**

"MUTTRA"	4,700	14th May	Straits, Rangoon & Calcutta.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	2nd May 11 A.M.	For Sydney via Manila, Samsan, Thursday Island, Cairns.
"EASTERN"	4,000	19th May	Townsville and Brisbane.

**SAILINGS TO SHANGHAI & JAPAN**

"EASTERN"	4,000	30th April	Japan direct.
"DUNERA"	5,400	1st May 11 A.M.	Shanghai.

**\* CALLS AT ANTWERP \* CALLS MANILA**

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabin fees fixed with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 5 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
22, Des Voeux Road Central, HONGKONG. Agents.

**TRANS-PACIFIC FRIGATE SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"WEST HARTLAND"	... About May	1st.
"EDMORE"	... About May	12th.
"CONILLA"	... About May	23rd.
"CROSSKEYS"	... About June	8th.

**For PORTLAND direct.**

(Calling at Shanghai and Kobe).

"COAXET"	... About May	2nd.
"YARAN"	... About May	15th.
"MONTAGUE"	... About June	10th.
"ABERCOB"	... About June	30th.

Through Bills of Lading issued by Overland Ocean points.

**THE ADMIRAL LINE.**

Telephone 2477 & 2478. Fifth Floor, Hotel Manwara.

**CHINA MAIL S.S. CO., LTD.**

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 12,500 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

June 2nd. May 14th. May 15th.

An unsurpassed high-class passenger service.

Princes Buildings O. H. RITTER, Freight and Passenger Agents Tel. 1943.

**TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KORRA MARU	13,000	May 3rd.
TENYO MARU	13,000	May 27th.
SIBERIA MARU	9,000	June 13th. (from Yokohama)
SHINYO MARU	9,000	June 17th.
PERSIA MARU	9,000	July 5th.

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ ALBA, ALLAO, ARICA

AND YOTIQUE

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 7th.
KIYO MARU	17,500	July 12th.
ANYO MARU	18,600	Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Service. Lad and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

**FREIGHT SERVICE.**

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer

CHYO MARU ... May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Telephone 2274 and 2275. Y. TSUTSUMI, Manager, King's Building.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS & DEPARTURE SAILING DATES

SHANGHAI KOBE ... On or about 30th April

YOKOHAMA ... On or about 15th May

AMAZONE ... On or about 6th June.

SHANGHAI (Only)

MARSEILLES VIA

SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUEZ, PORT SAID.

Cargo boat for PORT

SAID, HAVRE and "LIEUTENANT DE LA TOUR" ... About End of May

ANTWERP

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailing, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYAMA MARU" ... Tuesday, 4th May.

"HAYAMA MARU" ... Tuesday, 8th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Friday, 28th May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Tuesday, 11th May.

"LUZON MARU" ... Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Saturday, 1st May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 5th June.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOI—Three steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 2nd May.

For TAKAO via SWATOW and AMOI.

"SUBU MARU" ... Thursday, 6th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer

"TAITUAN" ... 18th May ... 24th May

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provision, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the Saloon. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS

FROM	PER	DATE
STRAITS AND CALCUTTA	Tenaka Maru	29th April.
SHANGHAI	Tamba Maru	29th April.
AUSTRALIA, MANILA AND SANDAKAN	Eastern	29th April.
JAPAN	Nikko Maru	29th April.
STRAITS AND CALCUTTA	Yokofu Maru	30th April.
STRAITS	Dunera	30th April.
JAPAN	St. Albans	30th April.
SHANGHAI	Ichang	30th April.
SAIGON	Cordillera	30th April.
JAPAN	Seiya Maru	1st May.
EUROPE (via NEAPOLIS)	Lake Cruise	2nd May.
JAPAN	Tanagata Maru	3rd May.
STRAITS AND CALCUTTA	Tokio Maru	3rd May.
BOMBAY	Togo Maru	5th May.
STRAITS AND CALCUTTA	Fukui Maru	7th May.

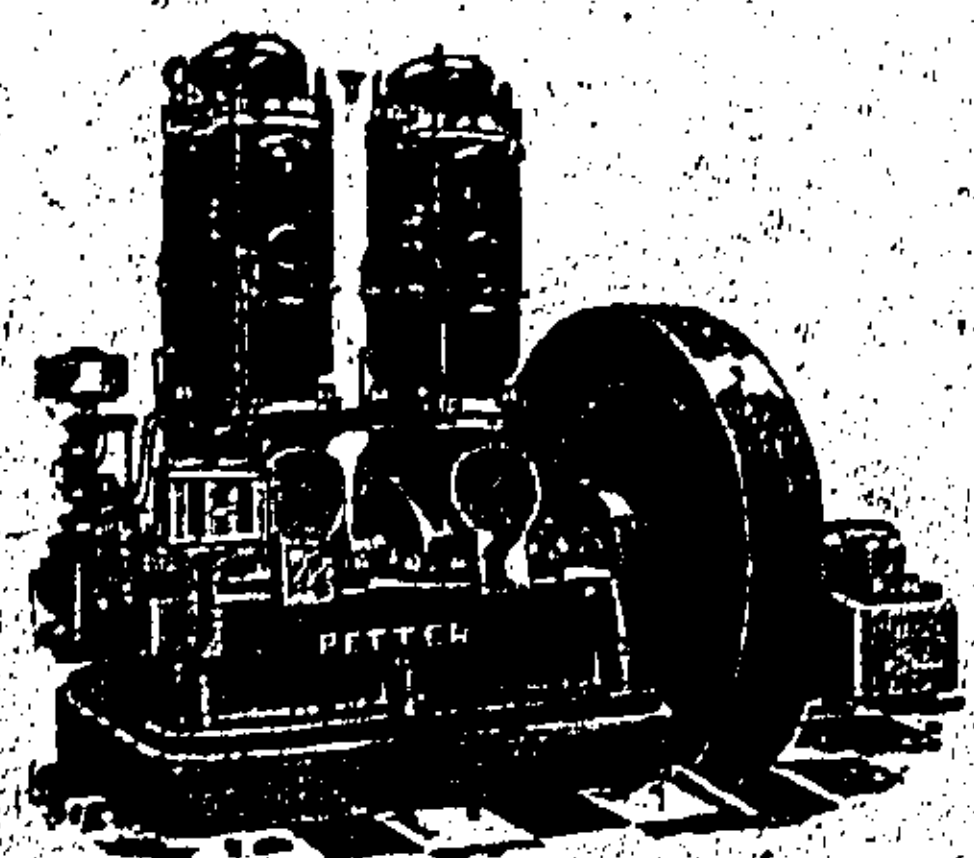
## OUTWARD MAILS

FOR	PER	DATE
Haiphong	Shinyue	Thursday, 29th, 8.00 A.M.
Swatow and Straits	Longkong	Thursday, 29th, 10.00 A.M.
Japan via Moji	Borneo Maru	Thursday, 29th, 11.00 A.M.
Shanghai and North China	Shinkano	Thursday, 29th, 11.00 A.M.
Philippine Islands	West Kasson	Thursday, 29th, 11.00 A.M.
Formosa via Keelung	Shiwo Maru	Thursday, 29th, 1.00 P.M.
Shanghai and North China	Isentia	Thursday, 29th, 1.00 P.M.
*Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marquis, *South Africa, *India via Dhanushkodi, *Egypt & EUROPE via SUEZ	Gleniffer	Thursday, 29th, 1.00 P.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Nikko Maru	Friday, 30th, 8.45 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India, via Dhanushkodi, Egypt & EUROPE via Marseilles	Tamba Maru	Friday, 30th, 9.45 A.M.
Swatow, Amoy, and Foochow	Haiching	Friday, 30th, 1.00 P.M.
Philippine Islands	Longkong	Friday, 30th, 1.00 P.M.
Shanghai, North China & Japan via Kobe	Cordillera	Friday, 30th, 4.00 P.M.
Shanghai and North China	Dunera	Saturday, 1st, 10.00 A.M.
Bangkok, Bangkok and Straits	Shiwo Maru	Saturday, 1st, 11.00 A.M.
Wenhaiwei, Chefoo and Tientsin	Kueichow	Saturday, 1st, 3.00 P.M.
Shanghai and North China	Yingchow	Saturday, 1st, 3.00 P.M.
Philippine Is., Sandakan, Australia, New Zealand via Thursday Island	St. Albans	Sunday, 2nd, 8.00 A.M.
Haiphong	Kaiyong	Sunday, 2nd, 9.00 A.M.
Swatow, Amoy and Formosa via Keelung	Kaiyo Maru	Sunday, 2nd, 9.00 A.M.
Shanghai, N. China Japan via Nagasaki, *Canada, *United States, *Central and *EUROPE via SAN FRANCISCO	Sawa Maru	Sunday, 2nd, 9.00 A.M.
*VICTORIA, B.C.	Tipanas	Monday, 3rd, 10.00 A.M.
Java and Port Moresby via Batavia	Korea Maru	Monday, 3rd, 10.30 A.M.
Japan via Nagasaki, Honolulu, *Canada, *United States, *C. and S. America, & *EUROPE via SAN FRANCISCO	Chusan	Tuesday, 4th, 9.00 A.M.
*Swatow and *Bangkok	Hai Loong	Tuesday, 4th, 1.00 P.M.
Swatow, Amoy and Foochow	Ichang	Tuesday, 4th, 3.00 P.M.
*Shanghai and *North China	Tanagata	Tuesday, 4th, 3.00 P.M.
Philippine Islands	Soku Maru	Thursday, 6th, 9.00 A.M.
Swatow, Amoy, and Formosa via Takao	Sunming	Thursday, 6th, 10.00 A.M.
*Shanghai and *North China	Empress of Russia	Thursday, 6th, 9.45 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	Hai Hou	Friday, 7th, 1.00 P.M.
Swatow, Amoy, and Foochow		

\*Correspondence bearing vessel's name only.

From Sheungwan Western Branch P. O.

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samhui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shok Ki	8.00 P.M.	9.30 P.M.	9.30 P.M.
Kowloon	8.00 P.M.	9.30 P.M.	9.30 P.M.
Kau Kong	8.00 P.M.	9.30 P.M.	9.30 P.M.
Wachow	4.00 P.M.	10.00 A.M.	4.00 P.M.

VICKERS-PETTER  
SEMI-DIESEL CRUDE OIL ENGINESSIMPLICITY—RELIABILITY—  
ECONOMY

A STANDARD SERIES

FOR WORKING ON CRUDE &amp;

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

100 B.H.P. VICKERS-PETTER  
SEMI-DIESEL LAND TYPE ENGINE

10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK &amp; CO., LTD.,

14, DES VEUZ ROAD CENTRAL, HONGKONG.

Sole Agents for Hongkong &amp; South China.

## COMMERCIAL.

## OPENING QUOTATIONS.

ON LONDON	ON PARIS	ON NEW YORK	ON BOMBAY	ON CALCUTTA	ON SHANGHAI	ON HANKOW	ON TIENTSIN	ON PEKING	ON HONGKONG	ON CANTON
Telegraphic Transfer	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand
Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight	Bank Bills, at 30 days' sight
Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight	Bank Bills, at 60 days' sight
Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight	Bank Bills, at 90 days' sight
Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight	Documentary Bills, 4 months' sight

## SUBSIDIARY COINS.

Hongkong	Per cent.
20 cents piece	\$0.00 Discount
10 " "	1.00 "
5 " "	4.90 "
1 " "	0.00 Premium

## VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

CAPTAIN C. V. LLOYD

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Canton: Messrs. A. S. Watson &amp; Co.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STARR, Chief Manager.

Hongkong, November 2nd, 1919.

## THE BANK OF TAIWAN LIMITED

(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed Yen 60,000,000  
Capital (Paid-up) Yen 37,500,000  
Reserve Funds Yen 7,080,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kureiko, Keelung, Miao, Nanto, Fusan, Shichiku, Taichu, Tainan, Takow, Tamsui, Tolyen, Aka.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND

PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager.

3, Des Vaux Road, Central.

Hongkong, November 1st, 1919.

## THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Capital Authorised & Subscribed £1,500,000  
Paid-up ... 750,000  
Reserve Fund & Rest ... 750,000  
Reserve Liability of shareholders 750,000

Bankers:

THE BANK OF ENGLAND,  
The London Joint City & Midland Bank,  
Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDEE, Acting Manager.

7, Queen's Road Central.

Hongkong, December 12th, 1919.

## ALWAYS ASK FOR IT



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IN MILD, MEDIUM AND FULL STRENGTHS.

FROM ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

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DE CHINE  
(FRENCH BANK)

AUTHORIZED CAPITAL F. 250,000,000  
SUBSCRIBED CAPITAL F. 150,000,000  
PAID UP F. 75,000,000  
RESERVED BY THE GOVERNMENT  
REST OF THE CHINESE  
REPUBLIC F. 50,000,000

Chairman of the Board: André Berthelot  
Directors: A. J. Pernotte  
General Manager: A. J. Pernotte

HEAD OFFICE:  
74, Rue Saint-Lazare, PARIS.

BRANCHES:  
Lyon, Hongkong, Yunnanfu, Vladivostok, Hankow, Canton, Fochow, Shanghai, Canton, Swatow, Tientsin, Saigon, Yokohama, Hankow, Moukden, New York, London, Antwerp.

BANKERS:  
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.  
In LONDON: London Joint City & Midland Bank, Ltd.  
In NEW YORK: Redmond & Co.  
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency, and in Gold, Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, April 28th, 1920.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00  
Reserve Fund 200,000.00

Directors:  
Mr. Chow Shou Sen, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fong Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Luk.

Chief Manager: Kan Tong Po, Esq.  
Asst. Manager: L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum.  
For 6 months at the rate of 4 per annum.  
For 12 months at the rate of 4 1/2 per annum.

KAN TONG PO, Chief Manager.  
Hongkong, February 12th, 1920.

THE BANK OF CHINA  
行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL ... \$80,000,000.00  
PAID-UP CAPITAL ... 12,279,800.00  
RESERVE FUNDS ... 3,187,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 30-31, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd. New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months ... 3 1/2 per annum.  
For 6 months ... 4 per annum.  
For 12 months ... 4 1/2 per annum.

TSUYEE FEE, Manager.

Hongkong, February 6th, 1920.

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE: LONDON.

Paid-up Capital ... £2,000,000  
Reserve Fund ... £25,000,000  
Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. CROCKATT, Manager.

Hongkong, March 27th, 1920.

## THE INDUSTRIAL &amp; COMMERCIAL BANK, LTD.

Head Office: 4, Des Vaux Road Central. Hongkong Branch: 1, Paoan Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits at rates of 3 1/2, 4, 5% per annum respectively. Loans granted on approved securities. Every description of banking and exchange business transacted.

J. USANG LY, Manager.

Hongkong, July 12th, 1919.

## HONGKONG AND SHANGHAI BANKING CORPORATION

Paid-up Capital ... \$15,000,000  
Reserve Funds: Sterling ... 1,500,000, Silver ... 3,000,000  
Reserve Liability of Proprietors \$15,000,000

Court of Directors:  
Hon. Mr. E. V. D. PAR — Chairman.

A. H. CORPSON, Esq. — Deputy Chairman.  
G. M. EDWALL, Esq., Hon. Mr. J. JOHNSTON, G. T. M. EDKINS, Esq., A. O. LANG, Esq., A. S. GUBBY, Esq., W. L. PATTERSON, Esq., Hon. Mr. P. H. HOLYOAK, J. A. PLUMMER, Esq.

Chief Manager:  
Hongkong — N. J. STARR, Esq.

Manager:  
Shanghai — A. G. SARTHE, Esq.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER & PARIS BANK, LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STARR, Chief Manager.

H. April 16th, 1920.

BANQUE DE L'INDO-CHINE  
(FRENCH BANK)

Head Office: 15bis Rue La Fayette, Paris.

Capital ... Frs. 40,000,000  
Reserves ... 80,000,000

BRANCHES AND AGENCIES:  
Bangkok, Hongkong, Saigon, Batavia, London, Shanghai, Canton, Moukden, Singapore, Peking, Tientsin, Hankow, Fochow, Yunnanfu, Vladivostok, Pondichery.

BANKERS:  
FRANCE: Comptoir National d'Escomptes de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escomptes de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE, Manager.

Hongkong, December 1st, 1919.

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